2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

41

Halifax County
Town of South Boston
Town of Clover
Town of Halifax
Town of Scottsburg
Town of Virgilina

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

| | | | | | Н | alifax Maintenance | Area | | | | | | | | |
|----------------------|--------|-------|----|--------------|------|--------------------------------|-------------|--------|-----|-------------|-----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Truc | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Town of South Boston | | | | | | | · · · · · · | | | - Gotor | | 1 40101 | | | |
| (34) Hodges Street | 0.54 | 2200 | G | 98% | 0% | North Main St 1% 0% | 0% | 0% | С | 0.105 | F | 0.572 | 2400 | G | 2003 |
| Hodges Street | 0.04 | 2200 | | To· | 070 | US 360 | 070 | 070 | | 0.100 | | 0.072 | 2400 | | 2000 |
| Halifax County | | | | | | | | | | | | | | | |
| | 4.16 | 4000 | _ | From: | 00/ | Pittsylvania County L | | 00/ | F | 0.000 | F | 0.562 | 1000 | | 2002 |
| 40 | 4.16 | 1000 | G | 88% | 0% | 2% 2% | 8% | 0% | Г | 0.089 | Г | 0.562 | 1000 | G | 2003 |
| 40 | 5.96 | 1300 | G | From: | 0% | 41-638 3% 1% | 6% | 0% | С | 0.087 | F | 0.521 | 1400 | G | 2003 |
| 40 | 0.00 | 1000 | | To: | 070 | US 501 North of Hali | | 070 | | 0.007 | | 0.021 | 1400 | | 2000 |
| | 0.07 | F700 | • | From: | 00/ | US 501 Halifax | 70/ | 00/ | 0 | 0.000 | _ | 0.500 | 5000 | 0 | 2002 |
| 40 501 | 0.97 | 5700 | G | 90% To: | 0% | 2% 1% Campbell County Li | 7% ne | 0% | С | 0.082 | F | 0.536 | 5800 | G | 2003 |
| Town of Virgilina | | | | | | cumpour county E. | | | | | | | | | |
| Town of Virginia | | | | From: | | North Carolina State I | | | | | | | | | |
| 49 | 0.13 | 2000 | G | 86% | 1% | 4% 0% | 9% | 0% | F | 0.083 | F | 0.61 | 2000 | G | 2003 |
| | | | | From: | | SR 96 | | | | | | | | | |
| 49) | 0.47 | 980 | G | 86% To: | 1% | 4% 0% ECL Virgilina | 9% | 0% | С | 0.087 | F | 0.5 | 980 | G | 2003 |
| Halifax County | | | | | | ECL Virginiia | | | | | | | | | |
| Halliax County | | | | From: | | ECL Virgilina | | | | | | | | | |
| (49) | 2.05 | 980 | N | 86% | 1% | 4% 0% | 9% | 0% | Ν | 0.087 | Ν | 0.5 | 980 | Ν | 2003 |
| | | | | To: | | Mecklenburg County l | | | | | | | | | |
| | 3.53 | 740 | G | 90% | 0% | Pittsylvania County L 2% 1% | ine 7% | 0% | F | 0.085 | F | 0.596 | 740 | G | 2003 |
| 57 | 3.33 | 740 | J | 30 /0 | 0 70 | | 7 70 | 070 | ı | 0.005 | ' | 0.530 | 740 | O | 2003 |
| | 1.64 | 1000 | G | 90% | 0% | 41-844 2% 1% | 7% | 0% | С | 0.080 | F | 0.648 | 1100 | G | 2003 |
| 57 | 1.04 | 1000 | | To: | 070 | 41-845 | 1 70 | 070 | | 0.000 | • | 0.040 | 1100 | | 2000 |
| 57 | 3.62 | 1600 | G | 90% | 0% | 2% 1% | 7% | 0% | F | 0.089 | F | 0.508 | 1600 | G | 2003 |
| <u> </u> | | | | To: | | 41-676 | | | | | | | | | |
| 57 | 4.06 | 2100 | G | 94% | 1% | 2% 0% | 3% | 0% | С | 0.084 | F | 0.552 | 2100 | G | 2003 |
| | | | | To: | | SR 360 | | | | | | | | | |
| ~~ | | | | From: | | Pittsylvania County L | | | | | | _ | | | |
| 58 | 3.48 | 8200 | G | 83% | 1% | 2% 1% | 13% | 1% | F | 0.072 | F | 0.554 | 8100 | G | 2003 |
| | 0.50 | 0.400 | | From: | 40/ | SR 119 Delila | 400/ | 40/ | | 0.070 | | 0.504 | 0000 | | 0000 |
| 58 | 6.58 | 8400 | G | 83% | 1% | 2% 1% | 13% | 1% | F | 0.076 | F | 0.561 | 8300 | G | 2003 |
| | 9.25 | 8900 | Α | From: 83% | 1% | 41-658 2% 1% | 13% | 1% | С | 0.099 | Α | 0.579 | 8900 | Α | 2003 |
| [58] | 9.25 | 0900 | A | To: | 170 | US 501 Riverdale | | 170 | C | 0.099 | A | 0.579 | 0900 | A | 2003 |
| Town of South Boston | | | | | | | | • | | | | | | | |
| ~~ | | | _ | From: | | US 501 Riverdale | | | | | | | | | |
| [58] | 0.18 | 13000 | G | 83% To: | 1% | 2% 1% ECL South Bostor | 13% | 1% | F | 0.076 | F | 0.527 | 13000 | G | 2003 |
| Halifan Canada | | | | | | ECL South Boston | 1 | | | | | | | | |
| Halifax County | | | | From: | | ECL South Boston | 1 | | | | | | | | |
| 58 | 0.52 | 13000 | N | 83% | 1% | 2% 1% | 13% | 1% | Ν | 0.076 | Ν | 0.527 | 13000 | Ν | 2003 |
| | | | | To: From: | | US 360 | | | | | | | | | |
| 58 | 5.00 | 7000 | G | 83% | 1% | 2% 1% | 13% | 1% | F | 0.077 | F | 0.570 | 7000 | G | 2003 |
| | | | | To: From: | | 41-601 | | | | | | | | | |
| 58 | 5.57 | 5500 | G | 83% To: | 1% | 2% 1% Mecklenburg County l | 13% | 1% | F | 0.074 | F | 0.576 | 5500 | G | 2003 |
| | | | | From: | | Charlotte County Li | | | | | | | | | |
| 92) | 4.19 | 1400 | G | 97% | 0% | 1% 1% | 1% | 0% | С | 0.108 | F | 0.5 | 1400 | G | 2003 |
| | | | | To: | | NCL Clover | | | | | | | | | |
| Town of Clover | | | | - | | 1105 | | | | | | | | | |
| 02 | 0.47 | 1400 | N | 97% | 0% | NCL Clover 1% 1% | 1% | 0% | N | 0.108 | N | 0.5 | 1400 | N | 2003 |
| 92 | 0.77 | . 400 | .4 | To: | 0 /0 | 41-746; 41-1001 | . 70 | 370 | . • | 5.100 | . 4 | 5.5 | 1-100 | | _000 |
| | | | | | | , | | | | | | | | | |

| | | | | | Ha | alifax Mai | ntenanc | e Area | | | | | | | | |
|----------------------|--------|-------|----|--------------|------|-------------|------------------|-------------|--------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Town of Clover | | | | From: | | 41-74 | 5; 41-1001 | | 1 | | | | | | | |
| 92 | 0.33 | 1400 | N | 97% | 0% | 1% | 1% Clover | 1% | 0% | N | 0.108 | N | 0.5 | 1400 | N | 2003 |
| Halifax County | | | | | | | | | | | | | | | | |
| 00 | 0.80 | 1400 | N | 97% | 0% | SCI 1% | Clover 1% | 1% | 0% | N | 0.108 | N | 0.5 | 1400 | N | 2003 |
| 92 | 0.00 | 1400 | ., | To: | 070 | US 360 Sc | | | 070 | | 0.100 | ., | 0.0 | 1400 | ., | 2000 |
| | | | | From: | | JS 501 S of | Cluster S | prings | | | | | | | | |
| 96 | 7.11 | 1700 | G | 82% | 1% | 3% | 1% | 13% | 0% | С | 0.091 | F | 0.555 | 1700 | G | 2003 |
| Town of Virgilina | | | | <u> </u> | | WCL | Virgilina | | | | | | | | | |
| | | | | From: | | | Virgilina | | | | | | | | | |
| 96 | 0.59 | 1700 | N | 82% | 1% | 3% | 1% | 13% | 0% | N | 0.091 | N | 0.555 | 1700 | N | 2003 |
| | 0.13 | 2000 | G | From: 86% | 1% | 4% | SR 49 0% | 9% | 0% | F | 0.083 | F | 0.61 | 2000 | G | 2003 |
| 96 49 | 0.13 | 2000 | G | To: | | North Caro | | | 0 76 | ' | 0.003 | ' | 0.01 | 2000 | G | 2003 |
| Halifax County | | | | | | | | | | | | | | | | |
| (40) | 3.08 | 750 | G | 81% | 0% | North Caro | lina State 3% | Line 12% | 0% | С | 0.105 | F | 0.537 | 750 | G | 2003 |
| 119 | 3.00 | 750 | J | To: | 0 70 | | JS 58 | 12 /0 | 0 70 | C | 0.105 | ' | 0.551 | 750 | O | 2003 |
| Town of South Boston | | | | | | | | | | | | | | | | |
| North Main St | 0.09 | 3600 | G | 97% | 0% | Wilborn 2% | Ave Main 1% | St 0% | 0% | F | 0.094 | F | 0.752 | 3800 | G | 2003 |
| North Main St | 0.09 | 3600 | G | 91 70 | 0% | | | 0% | 070 | Г | 0.094 | Г | 0.752 | 3600 | G | 2003 |
| (129) North Main St | 0.38 | 4700 | G | 97% | 0% | 2% | oad St 1% | 0% | 0% | С | 0.101 | F | 0.515 | 5100 | G | 2003 |
| 129) | | | | To: | 0,0 | | dges St | | | | | • | 0.0.0 | | | |
| (129) North Main St | 0.16 | 6000 | G | 97% | 0% | 2% | 1% | 0% | 0% | F | 0.098 | F | 0.520 | 6500 | G | 2003 |
| | | | | To- From: | | | nunds St | | | | | | | | | |
| 129 North Main St | 0.19 | 5900 | G | 94% | 0% | 2% | 3% | 1% | 0% | F | 0.098 | F | 0.511 | 6400 | G | 2003 |
| Nameth Marin Of | 0.00 | F700 | | From: | 00/ | | llege St | 40/ | 00/ | | 0.400 | | 0.504 | 0000 | | 0000 |
| North Main St | 0.63 | 5700 | G | 94% | 0% | 2% | 3% | 1% | 0% | F | 0.103 | F | 0.501 | 6200 | G | 2003 |
| (129) North Main St | 0.88 | 8200 | G | From: 94% | 0% | Cava 2% | lier Blvd 3% | 1% | 0% | С | 0.1 | F | 0.524 | 8800 | G | 2003 |
| 129) North Main St | 0.00 | 0200 | | To | 070 | | outh Bosto | | 0,0 | | 0.1 | | 0.021 | 0000 | | 2000 |
| Halifax County | | | | | | | | | | | | | | | | |
| (400) | 0.85 | 14000 | G | 98% | 0% | NCL So | outh Bosto | n 1% | 0% | С | 0.087 | F | 0.515 | 14000 | G | 2003 |
| 129 | 0.00 | | | To: | 070 | | Centervil | | 7,0 | | 0.001 | • | 0.010 | 11000 | | 2000 |
| Town of South Boston | | | | | | | | | | | | | | | | |
| (304) Seymour Dr | 0.08 | 2900 | G | 98% | 0% | М 1% | ain St 1% | 1% | 0% | F | 0.097 | F | 0.611 | 3100 | G | 2003 |
| 304) GCymlodi Bi | 0.00 | 2000 | | To: | 070 | | | 170 | | | 0.007 | | 0.011 | 0100 | | 2000 |
| 304) Seymour Dr | 0.38 | 3700 | G | 98% | 0% | 1% | oad St 1% | 1% | 0% | С | 0.093 | F | 0.533 | 4000 | G | 2003 |
| | | | | To: From: | | Mar | shall St | | | | | | | | | |
| 304) Seymour Dr | 0.25 | 3400 | G | 98% | 0% | 1% | 1% | 1% | 0% | F | 0.093 | F | 0.56 | 3600 | G | 2003 |
| | | | | To: | | U | S 360 | | | | | | | | | |
| Halifax County | | | | From: | | SI | R 360 | | T | | | | | | | |
| (344) | 1.58 | 980 | G | 92% | 2% | 2% | 0% | 3% | 0% | F | 0.091 | F | 0.541 | 990 | G | 2003 |
| | | | | To: | | NCL S | Scottsburg | | | | | | | | | |
| Town of Scottsburg | | | | From: | | NCL S | Scottsburg | | Т | | | | | | | |
| 344) | 0.75 | 980 | N | 92% | 2% | 2% | 0% | 3% | 0% | Ν | 0.091 | N | 0.541 | 990 | N | 2003 |
| | | | | To- From: | | 4 | 1-720 | | | | | | | | | |
| 344 | 0.42 | 920 | G | 92% | 2% | 2% | 0% | 3% | 0% | С | 0.085 | F | 0.523 | 930 | G | 2003 |
| | | | | To: | | ECL S | Scottsburg | | | | | | | | | |

| | | | | | п | alifax Maintenance Area | | | | | | | | |
|----------------------|--------------|--------------|--------|------------------|------|---|--------|------|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Trai | 2Trail | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | | | | | | | | | | | |
| | 7.05 | 000 | | From: | 00/ | ECL Scottsburg | 00/ | | 0.005 | | 0.500 | 000 | | 0000 |
| 344 | 7.35 | 920 | N | 92% | 2% | 2% 0% 3% | 0% | N | 0.085 | N | 0.523 | 930 | N | 2003 |
| | | | | From: | | Staunton River State Park | | | | _ | | | | |
| 344 | 2.18 | 120 | G | 92% | 2% | 2% 0% 3% | 0% | F | 0.147 | F | 0.674 | 120 | G | 2003 |
| | | | | In: | | End of Route | ļ | | | | | | | |
| Town of Halifax | | | | From: | | SD 260 | | | | | | | | |
| 040 | 0.12 | 710 | G | | | SR 360 | | | 0.131 | F | 0.636 | 710 | G | 2003 |
| 349 | 0.12 | 710 | J | To: | | US 501 | | | 0.101 | • | 0.000 | 7 10 | J | 2000 |
| H-lif C | | | | | | | | | | | | | | |
| Halifax County | | | | From: | | Pittsylvania County Line | | | | | | | | |
| (360) (58) | 3.48 | 8200 | G | 83% | 1% | 2% 1% 13% | 1% | F | 0.072 | F | 0.554 | 8100 | G | 2003 |
| | | | | To | | SR 119 Delila | | | | | | | | |
| (360) (58) | 6.58 | 8400 | G | From: 83% | 1% | 2% 1% 13% | 1% | F | 0.076 | F | 0.561 | 8300 | G | 2003 |
| (300) (30) | 0.00 | 0.00 | • | - F | .,, | | | • | 0.0.0 | • | 0.00 | 0000 | | |
| ~~~ | 0.05 | 0000 | _ | From: | 40/ | 41-658 | 40/ | | 0.000 | ^ | 0.570 | 0000 | | 0000 |
| [360] [58] | 9.25 | 8900 | Α | 83% To: | 1% | 2% 1% 13% | 1% | С | 0.099 | Α | 0.579 | 8900 | Α | 2003 |
| | | | | 10. | | US 501 Riverdale | | | | | | | | |
| Town of South Boston | | | | From: | | LIC 501 Divordala | | | | | | | | |
| (50) | 0.18 | 13000 | G | 83% | 1% | US 501 Riverdale 2% 1% 13% | 1% | F | 0.076 | F | 0.527 | 13000 | G | 2003 |
| (360) (58) | 0.10 | 13000 | • | To: | 1 /0 | CL South Boston | 1 70 | ' | 0.070 | • | 0.521 | 13000 | J | 2003 |
| YY 114 G | | | | | | CL South Boston | | | | | | | | |
| Halifax County | | | | From: | | CL South Boston | | | | | | | | |
| (360) (58) | 0.52 | 13000 | N | 83% | 1% | 2% 1% 13% | 1% | Ν | 0.076 | Ν | 0.527 | 13000 | N | 2003 |
| (300) (30) | **** | | | | | | | | | | | | | |
| (m) | 0.45 | 11000 | G | From: 82% | 1% | E US 58 1% 2% 13% | 1% | F | 0.077 | F | 0.509 | 11000 | G | 2003 |
| (360) | 0.43 | 11000 | G | OZ 70 To: | 1 70 | SCL South Boston | 170 | Г | 0.077 | Г | 0.509 | 11000 | G | 2003 |
| | | | | | | SCL South Boston | | | | | | | | |
| Town of South Boston | | | | From: | | SCL South Boston | 1 | | | | | | | |
| (360) | 0.16 | 11000 | G | 82% | 1% | 1% 2% 13% | 1% | F | 0.08 | F | 0.532 | 11000 | G | 2003 |
| (300) | 0.10 | | • | - F | 170 | | | • | 0.00 | • | 0.002 | 11000 | Ŭ | 2000 |
| <u>~~</u> | 0.50 | 44000 | | From: | 40/ | Seymour Dr | 40/ | | 0.077 | | 0.000 | 10000 | | 2002 |
| [360] | 0.52 | 11000 | G | 82% | 1% | 1% 2% 13% | 1% | F | 0.077 | F | 0.606 | 10000 | G | 2003 |
| ~~~ | | | | To: From: | | Hodges St | j | | | | | | | |
| (360) | 0.44 | 12000 | G | 82% | 1% | 1% 2% 13% | 1% | F | 0.078 | F | 0.512 | 12000 | G | 2003 |
| <u> </u> | | | | From: | | Cavalier Blvd | 1 | | | | | | | |
| (360) | 0.09 | 10000 | G | 82% | 1% | 1% 2% 13% | 1% | F | 0.071 | F | 0.594 | 10000 | G | 2003 |
| | | | | To: | | ECL South Boston | | | | | | | | |
| Halifax County | | | | | | | | | | | | | | |
| ~~~ | | | | From: | | ECL South Boston | | | | | | | | |
| (360) | 1.43 | 7800 | G | 82% | 1% | 1% 2% 13% | 1% | F | 0.076 | F | 0.558 | 7600 | G | 2003 |
| <u> </u> | | | | To: | | W 41-716 | | | | | | | | |
| (360) | 5.28 | 7800 | G | 82% | 1% | 1% 2% 13% | 1% | F | 0.076 | F | 0.57 | 7600 | G | 2003 |
| | | | | To: | | SR 360 | | | | | | | | |
| (200) | 2.40 | 8000 | G | From: 82% | 1% | 1% 2% 13% | 1% | F | 0.076 | F | 0.555 | 7700 | G | 2003 |
| (360) | 2.40 | 5000 | 3 | JZ /0 | 1 /0 | | 1 /0 | • | 0.070 | • | 0.000 | 1100 | J | 2000 |
| ~~ <u>~</u> | 0.70 | 0000 | | From: | 40/ | 41-607 | 40/ | _ | 0.000 | | 0.545 | 0000 | | 0000 |
| 360 (| 2.79 | 6800 | G | 82% | 1% | 1% 2% 13% | 1% | F | 0.069 | F | 0.545 | 6600 | G | 2003 |
| (000) | | | | To: From: | | SR 92 South of Clover | | | | | | | | |
| 360 | | | | | 40/ | 1% 2% 13% | 1% | F | 0.078 | F | 0.50 | 5100 | G | 2003 |
| | 2.73 | 5200 | G | 82% | 1% | 1% 2% 13% | | • | 0.010 | | 0.52 | 3100 | O | 2000 |
| (360) | 2.73 | 5200 | G | 82% Tar | 1% | Charlotte County Line | | | 0.070 | ' | 0.52 | 3100 | | 2000 |
| 360 | 2.73 | 5200 | G | | 1% | | | | | | 0.52 | 3100 | | |
| 360 | 2.73 5.11 | 5200 1100 | G G | To: | 0% | Charlotte County Line | 0% | C | 0.093 | F | 0.52 | 1100 | G | 2003 |
| | | | | From: 94% | | Charlotte County Line Pittsylvania County Line 3% 0% 2% | 0% | | | | | | | |
| 360 | | | | To: | | Charlotte County Line Pittsylvania County Line | 0% | | | | | | | |

| | | | | | | alliax ivialitieriai | | | | | | | | | |
|-------------------|-------------------|-------|----|--------------|------|-------------------------|-------------|---------------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Ti | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | From: | | 41-681 | | | | | | | | | |
| 360 | 2.57 | 5800 | G | 94% | 0% | 3% 0% | 2% | 0% | F | 0.076 | F | 0.724 | 5800 | G | 2003 |
| | | | | To: From: | | 41-654 | | - | | | | | | | |
| 360 | 0.30 | 3400 | N | 96 <u>%</u> | 0% | 2% 1% | 2% | 0% | Ν | 0.083 | Ν | 0.608 | 3400 | Ν | 2003 |
| | | | | To- | | WCL Halifa | ζ. | | | | | | | | |
| Town of Halifax | | | | From: | | WCL Halifa | ζ. | | | | | | | | |
| (360) | 1.72 | 3400 | G | 96% | 0% | 2% 1% | 2% | 0% | С | 0.083 | F | 0.608 | 3400 | G | 2003 |
| | | | | To: From: | | S US 501 | | | | | | | | | |
| 360)(501) | 0.78 | 10000 | G | 94% | 1% | US 501 S 1% 1% | 2% | 0% | F | 0.077 | F | 0.597 | 10000 | G | 2003 |
| 300 (301) | | | | To: | | US 501 N | | | | | | | | | |
| | 0.26 | 4100 | G | 91% | 0% | N US 501 2% 1% | 6% | 0% | С | 0.083 | F | 0.632 | 4200 | G | 2003 |
| 360 | 0.20 | 4100 | G | To: | 0 70 | ECL Halifax | | 0 70 | C | 0.003 | ' | 0.032 | 4200 | O | 2003 |
| Halifax County | | | | | | | | | | | | | | | |
| | | 4400 | | From: | 001 | ECL Halifax | | 001 | | 0.000 | | 0.000 | 1000 | | 0000 |
| 360 | 6.19 | 4100 | N | 91% To: | 0% | 2% 1% US 360 | 6% | 0% | N | 0.083 | N | 0.632 | 4200 | N | 2003 |
| | | | | From: | | North Carolina Sta | to Lino | <u>.</u> T | | | | | | | |
| (501) | 2.46 | 4100 | G | 95% | 1% | 1% 0% | 2% | 0% | F | 0.082 | F | 0.601 | 4100 | G | 2003 |
| <u></u> | | | | To: | | SR 96 | | 1 | | | | | | | |
| 501 | 3.84 | 4600 | G | 95% | 1% | 1% 0% | 2% | 0% | F | 0.082 | F | 0.542 | 4700 | G | 2003 |
| | | | | To- From: | | 41-658 | | | | | | | | | |
| 501 | 4.64 | 6200 | G | 95 <u>%</u> | 1% | 1% 0% | 2% | 0% | F | 0.08 | F | 0.517 | 6200 | G | 2003 |
| <u> </u> | | | | To: | | US 58; SCL South | Boston | | | | | | | | |
| Town of South Bos | ston | | | From: | | US 58; SCL South | Rocton | I | | | | | | | |
| 501 | 0.46 | 18000 | G | 95% | 1% | 1% 0% | 2% | 0% | С | 0.090 | F | 0.588 | 18000 | G | 2003 |
| <u></u> | | | | To | | Old SCL South B | oston | 1 | | | | | | | |
| 501 Main St | 0.07 | 17000 | G | 95% | 1% | 1% 0% | 2% | 0% | F | 0.093 | F | 0.547 | 19000 | G | 2003 |
| $\overline{}$ | | | | To: From: | | Broad St | | | | | | | | | |
| 501 Broad St | 0.09 | 7400 | G | 95% | 1% | Main St 1% 0% | 2% | 0% | F | 0.089 | F | | 8000 | G | 2003 |
| 301) = 1 = 1 | Combined Traffic: | 14000 | G | 95% | 1% | 1% 1% | 2% | 0% | F | NA | • | | 15000 | G | |
| | | | | To- From: | | Seymour Dr | | | | | | | | | |
| 501 Broad St | 0.22 | 8200 | G | 95% | 1% | 1% 0% | 2% | 0% | С | 0.088 | F | | 8900 | G | 2003 |
| \smile | Combined Traffic: | 18000 | G | 95% | 1% | 1% 1% | 2% | 0% | С | NA | | | 20000 | G | |
| | | | | From: | | SR 129 N Mair | | لييا | | | | | | | |
| 501 Broad St | 0.26 | 6900 | G | 95% | 1% | 1% 0% | 2% | 0% 0% | F | 0.091 | F | | 7500 | G | 2003 |
| | Combined Traffic: | 16000 | G | 95% | 1% | 1% 1% | 2% | 0% | F | NA | | | 17000 | G | |
| 501 Broad Stree | t Ext. 0.18 | 6100 | G | From: 95% | 1% | 130-6 Third S 2% 0% | 8t 2% | 0% | С | 0.089 | F | | 6600 | G | 2003 |
| 501 Broad Stree | . LAL. U.10 | J 100 | _ | JJ /0 | 1 /0 | | | J /0 | _ | 0.008 | _' | | | _ | |
| 501 Broad Stree | t Ext. 0.24 | 6200 | G | From: 95% | 1% | 134-4700 Edmun 2% 0% | ds St 2% | 0% | F | 0.090 | F | | 6700 | G | 2003 |
| 2.500 | Combined Traffic: | 18000 | G | 94% | 1% | 1% 1% | 2% | 0% | F | NA | • | | 20000 | G | 2000 |
| | | | | To | | Webster St | | | | - | | | | | |
| 501 Broad Stree | t Ext. 0.68 | 16000 | G | 95% | 1% | 2% 0% | 2% | 0% | F | 0.086 | F | 0.546 | 17000 | G | 2003 |
| | | | | To: From: | | 130-4702 Hamilton | | | | | | | | | |
| 501 Halifax Rd | 0.69 | 18000 | G | 95% | 1% | Hamilton Blv 2% 0% | 2% | 0% | F | 0.086 | F | 0.513 | 19000 | G | 2003 |
| 301) | | | | т | .,• | Old NCL South B | | | - | | | | | | |
| (501) | 0.79 | 19000 | G | From: 95% | 1% | 2% 0% | 2% | 0% | F | 0.087 | F | 0.557 | 19000 | G | 2003 |
| 33.) | | | | To | | N SR 129 | | | | - | | , | | | |
| 501 | 0.38 | 21000 | G | 94% | 1% | 1% 1% | 2% | 0% | С | 0.087 | F | 0.587 | 21000 | G | 2003 |
| - 1 | | | | To: | | NCL South Bos | | | | | | | | | |

| | | | | | Ha | alifax Ma | aintenand | ce Area | | | | | | | | |
|-----------------------------|----------------------------|-------------------|--------|---------------------|----------|-----------|---------------------------|------------|-----------------|--------|-------------|----|---------------|----------------|--------|------------|
| Route | Lengtl | n AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | | 2Trail | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | From: | | NCL | South Bost | on | 1 | | | | | | | |
| 501 | 0.36 | 12000 | G | 93% To: | 0% | 3% | 0% L Halifax | 4% | 0% | С | 0.077 | F | 0.514 | 12000 | G | 2003 |
| Town of Halifax | | | | | | | | | | | | | | | | |
| 501 | 1.56 | 12000 | G | 95% | 0% | 1% | L Halifax 0% | 3% | 0% | С | 0.076 | F | 0.561 | 12000 | G | 2003 |
| 501 | 0.78 | 10000 | G | 94% | 1% | 1% | 1% | 2% | 0% | F | 0.077 | F | 0.597 | 10000 | G | 2003 |
| 501 | 0.67 | 4500 | G | 84% To: | 1% | 6% | 1% L Halifax | 8% | 0% | F | 0.079 | F | 0.596 | 4500 | G | 2003 |
| Halifax County | | | | • | | | | | • | | | | | | | |
| 501 | 6.56 | 4500 | N | 84% | 1% | 6% | L Halifax 1% | 8% | 0% | N | 0.079 | N | 0.596 | 4500 | N | 2003 |
| 501 | 5.90 | 3600 | G | 84% | 1% | 6% | 41-642 1% | 8% | 0% | С | 0.082 | F | 0.608 | 3600 | G | 2003 |
| 501 | 2.52 | 3100 | G | From: 84% | 1% | 6% | 41-603 1% | 8% | 0% | F | 0.078 | F | 0.517 | 3200 | G | 2003 |
| 501 | 4.90 | 3500 | G | 85% | 1% | 3% | 1% | 9% | 0% | С | 0.078 | F | 0.557 | 3500 | G | 2003 |
| 501 | 0.97 | 5700 | G | 90% To: | 0% | 2% | SR 40 1% ell County | 7% Line | 0% | С | 0.082 | F | 0.536 | 5800 | G | 2003 |
| Town of South Bosto | on | | | | | | | | | | | | | | | |
| Main St | 0.07 | 6000 | • | From: 94% | 00/ | | Broad St | 20/ | 00/ | F | 0.000 | _ | | 7500 | 0 | 2002 |
| (5β1) Main St | 0.07 Combined Traffic | 6900 :: 14000 | G G | 94 % 95% | 0% 1% | 1% 1% | 1% 1% | 3% 2% | 0% 0% | F | 0.089 NA | F | | 7500 15000 | G G | 2003 |
| δρ1 Main St | 0.18 Combined Traffic | 10000 :: 18000 | G G | 94% 95% | 0% 1% | 1% 1% | 9mour Dr 1% 1% | 3% 2% | 0% 0% | C C | 0.087 NA | F | | 11000 20000 | G G | 2003 |
| | | | | To: From: | | SR 12 | 9 N Main | St | | | | | | | | |
| (5 <u>β</u> 1) Wilborne Ave | e 0.26 Combined Traffic | 8600 :: 16000 | G G | 94% 95% | 0% 1% | 1% 1% | 1% 1% | 3% 2% | 0% 0% | F F | 0.093 NA | F | 0.549 | 9300 17000 | G G | 2003 |
| Wilborne Ave | 9 0.57 | 12000 | G | To: From: 94% | 0% | 1% | Third St 1% US 501 | 3% | 0% | F | 0.09 | F | 0.649 | 13000 | G | 2003 |
| Halifax County | | | | | | | | | • | | | | | | | |
| 600 | 4.55 | 460 | R | From: | | | SR 92 | | | | NA | | | NA | | 1999 |
| 600 | 1.39 | 370 | R | From: | | | 41-855 | | · · · · · · · · | | NA | | | NA | | 1999 |
| | | | | From: | | | 41-746 8 W; 41-65 | .0 | 1 | | | | | | | |
| 601) | 0.31 | 100 | R | To: | | | S 58 Mid | 98 | | | NA | | | NA | | 1999 |
| 601 | 0.40 | 630 | R | From: | | U | S 58 East | | | | NA | | | NA | | 08/13/2002 |
| 601) | 1.60 | 550 | R | From: | | | 41-730 | | | | NA | | | NA | | 08/13/2002 |
| 601) | 1.20 | 380 | R | From: | | | 41-737 | |] | | NA | | | NA | | 08/13/2002 |
| 601 | 1.00 | 160 | R | From: | | | 41-794 | | | | NA | | | NA | | 08/13/2002 |
| | | | | To: | | | 41-734 | | | | | | | | | |

| | | | | | Ha | alifax Maintenan | ce Area | | | | | | | | |
|----------------|--------|------|----|--------------|--------------|----------------------|---------|--------|------|-------------|-----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tr 2Axle 3+Axle | | 2Trail | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | From: | | 41-734 | | 1 | | | | | | | |
| 601) | 1.00 | 150 | R | <u> </u> | | | | , | | NA | | | NA | | 08/13/2002 |
| | 1.50 | 110 | R | From: | | 41-732 | | | | NA | | | NA | | 08/13/2002 |
| 601) | 1.50 | 110 | IX | To: | | Mecklenburg Count | y Line | | | INA | | | INA | | 00/13/2002 |
| | | | | From: | | 41-744 | | | | | | | | | |
| 602 | 2.10 | 140 | G | 95% | 1% | 3% 0% | 1% | 0% | F | 0.119 | F | 0.543 | 140 | G | 2003 |
| 602 | 3.80 | 320 | G | 95% | 1% | 41-741 3% 0% | 1% | 0% | F | 0.1 | F | 0.6 | 330 | G | 2003 |
| 602) | 2.80 | 440 | G | From: 95% | 1% | 3% 0% | 1% | 0% | С | 0.104 | F | 0.510 | 450 | G | 2003 |
| | | | | To: | | Mecklenburg Count | y Line | | | | | | | | |
| 603) | 3.73 | 960 | G | 93% | 0% | SR 40 2% 1% | 5% | 0% | F | 0.076 | F | 0.544 | 970 | G | 2003 |
| 603) | 2.37 | 1600 | G | From: 93% | 0% | 41-647 West 2% 1% | 5% | 0% | С | 0.085 | F | 0.625 | 1600 | G | 2003 |
| 603 | 3.52 | 360 | G | From: 92% | 0% | US 501 3% 1% | 4% | 0% | F | 0.083 | F | 0.5 | 360 | G | 2003 |
| | 2.77 | 890 | G | From: 92% | 0% | 41-642 3% 1% | 4% | 0% | F | 0.096 | F | 0.529 | 900 | G | 2003 |
| 603 | | | | From: 92% | | 41-629 | | 0% | | | | | | | |
| 603) | 3.59 | 820 | G | To- From: | 0% | 3% 1% 41-626 East | 4% | ļ | С | 0.092 | F | 0.6 | 820 | G | 2003 |
| 603 | 3.90 | 490 | G | 92% | 0% | 3% 1% 41-619 | 4% | 0% | F | 0.086 | F | 0.74 | 490 | G | 2003 |
| 603 | 2.64 | 840 | G | 92% To: | 0% | 3% 1% 41-726 | 4% | 0% | F | 0.091 | F | 0.55 | 850 | G | 2003 |
| | | | | From: | | 41-734 | | | | | | | | | |
| (604) | 1.50 | 110 | R | To | | 41-606 | | | | NA | | | NA | | 08/19/2002 |
| 604) | 0.75 | 100 | R | From: | | | | | | NA | | | NA | | 08/19/2002 |
| 604 | 0.55 | 110 | R | From: | | 41-933 | | | | NA | | | NA | | 08/19/2002 |
| | 0.20 | | _ | From: | | 41-733 | | ļ | | NIA | | | NIA | | 00/40/0000 |
| 604) | 0.20 | 60 | R | To: | | Mecklenburg Count | v I ine | | | NA | | | NA | | 08/13/2002 |
| | | | | From: | | 41-607 | , Line | | | | | | | | |
| 605 | 2.38 | 210 | R | <u> </u> | | 11 007 | | | | NA | | | NA | | 07/31/2002 |
| | | | | To: | | 41-746 | | | | | | | | | |
| | | | | From: | | Dead End | | | | | | | | | |
| 606 | 0.50 | 30 | R | | | | | | | NA | | | NA | | 08/13/2002 |
| | | | | To: From: | | 41-735 | | | | | | | | | |
| 606) | 0.60 | 90 | R | To: | | 41-604 | | 1 | | NA | | | NA | | 08/13/2002 |
| 606 | 0.55 | 130 | R | From: | | | | 1 | | NA | | | NA | | 08/13/2002 |
| 606 | 0.65 | 160 | R | From: | | 41-933 | | j | | NA | | | NA | | 08/13/2002 |
| | | | | From: | | 41-602 | | | | | | | | | |
| 607 | 4.96 | 1600 | G | 96% | 0% | US 360 2% 1% | 1% | 0% | С | 0.088 | F | 0.627 | 1600 | G | 2003 |
| 007) | 7.00 | | _ | Tn· | 3 / 0 | 41-646 | 1 /0 | | _ | | _ ' | 0.021 | | _ | |
| | | | | From: | | 41-610 | | j | | | | | | | |
| 608 | 1.70 | 300 | R | | | 010 | | | | NA | | | NA | | 1999 |
| | | | | To: | | Dead End; Gap Ter | minus | | | | | | | | |
| | | | _ | | | | | | _ | | | | | | |

| | | | | | | alliax ivialiili | oriario | oa | | | | | | | | |
|--------------------|--------|------|---|--------------|------|------------------|-------------------|-------|-----|------------|-------------|----|---------------|-------|----|-----------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3 | | | | $^{\circ}$ | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | From: | | Dead End; G | ap Term | ninus | 1 | | | | | | | |
| 608) | 1.70 | 290 | R | | | | | | | | NA | | | NA | | 07/24/200 |
| | | | | To | | 41-6 | 507 | | | | | | | | | |
| \bigcirc | 0.40 | 222 | - | From: | | 41-6 | 510 | | | | N10 | | | NIA | | 07/04/000 |
| 609 | 2.10 | 200 | R | | | | | | | | NA | | | NA | | 07/24/200 |
| | 1 20 | 440 | | From: | | 41-6 | 511 | | - | | NIA | | | NΙΔ | | 07/24/200 |
| 609 | 1.30 | 440 | R | To: | | 41-621 \$ | SOUTH | | | | NA | | | NA | | 077247200 |
| | | | | From: | | 41-621 N | | | | | | | | | | |
| 609 | 2.30 | 290 | R | To: | | 41-6 | (02 | | | | NA | | | NA | | 07/24/200 |
| | | | | From: | | | | | | | | | | | | |
| 610 | 1.67 | 180 | R | | | US 501 S | SOUTH | | | | NA | | | NA | | 07/29/200 |
| 610 | | | | To: | | US 501 N | JODTH | | | | | | | | | 011201200 |
| 610 | 4.60 | 420 | G | 97% | 0% | | 0% | 1% | 0% | F | 0.098 | F | 0.609 | 430 | G | 2003 |
| 019 | | | | To: | | 41-626 N | | | | | | | | | | |
| | 2.00 | 330 | G | 97% | 0% | 41-626 S 1% | | 10/ | 0% | F | 0.106 | F | 0.507 | 330 | G | 2003 |
| 610 | 2.00 | 330 | G | 9170 | 076 | | 0% | 1% | 070 | Г | 0.100 | Г | 0.507 | 330 | G | 2003 |
| (4) | 2.35 | 690 | G | 97% | 0% | 41-6 1% | 615 0 % | 1% | 0% | F | 0.091 | F | 0.592 | 690 | G | 2003 |
| 610 | 2.55 | 030 | G | 31 /0 | 0 70 | | | 1 /0 | 070 | ' | 0.031 | ' | 0.532 | 090 | O | 2003 |
| 610 | 2.39 | 910 | G | From: 97% | 0% | 41-6 1% | 0% | 1% | 0% | С | 0.084 | F | 0.590 | 910 | G | 2003 |
| 010 | 2.00 | 0.0 | | To: | 070 | SR 3 | | 170 | 070 | | 0.001 | • | 0.000 | 0.10 | | 2000 |
| | | | | From: | | 41-6 | 510 | | | | | | | | | |
| 611) | 2.43 | 320 | R | | | | | | | | NA | | | NA | | 07/24/200 |
| | | | | To: From: | | 41-948 \$ | SOUTH | | | | | | | | | |
| 611) | 0.60 | 270 | R | . — | | | | | | | NA | | | NA | | 07/24/200 |
| | | | | To: From: | | 41-6 | | | | | | | | | | |
| 649 | 1.30 | 510 | R | From: | | 41-6 | 510 | | | | NA | | | NA | | 1999 |
| 612 | 1.00 | 0.0 | • | To: | | 1 20 1 01 | . 41. 610 | | 1 | | 147 (| | | 147 (| | 1000 |
| 612 | 0.60 | 30 | R | From: | | 1.30 MN | 41-610 | | | | NA | | | NA | | 07/24/200 |
| 612) | | | | To | | Dead | End | | | | | | | | | |
| | | | | From: | | 41-6 | 626 | | | | | | | | | |
| 613) | 0.70 | 170 | R | | | | | | | | NA | | | NA | | 1999 |
| <u> </u> | | | | To: From: | | 41-8 | 393 | | | | | | | | | |
| (613) | 0.28 | 170 | R | | | | | | | | NA | | | NA | | 1999 |
| <u> </u> | | | | From: | | Dead End; G | ap Term | ninus | - | | | | | | | |
| 613 | 0.45 | 120 | R | | | | | | | | NA | | | NA | | 07/29/200 |
| | 0.00 | | _ | From: | | 41-614 | WEST | | - | | | | | | | 1000 |
| 613 | 0.36 | 250 | R | | | | | | | | NA | | | NA | | 1999 |
| | 0.00 | 050 | | From: | | 41-614 | EAST | | | | N10 | | | NIA | | 07/00/000 |
| 613) | 0.30 | 250 | R | To: | | SR 360 | WEST | | | | NA | | | NA | | 07/29/200 |
| | | | | From: | | SR 360 | EAST | | | | | | | | | |
| 613 | 3.30 | 400 | G | 95% | 0% | 5% | 1% | 0% | 0% | С | 0.086 | F | 0.641 | 410 | G | 2003 |
| ^ | | | | From: | | US : | | | - | | | | | | | |
| (613) | 2.74 | 910 | G | 72% To: | 2% | | 1% | 1% | 0% | F | 0.089 | F | 0.659 | 910 | G | 2003 |
| | | | | 10. | | WCL So | ottsburg | | | | | | | | | |
| Town of Scottsburg | | | | From: | | WCL So | ottsburg | | I | | | | | | | |
| (613) | 0.28 | 980 | G | 72% | 2% | | 1% | 1% | 0% | С | 0.098 | F | 0.63 | 990 | G | 2003 |
| | | | | To: | | SR 3 | 344 | | | | | | | | | |

| | | | | | _ | | | | | | | | | |
|--------|--|---|--|--|----------------------------|--|--|---|--|--|---|---|--|--|
| Length | AADT | QA | 4Tire | Bus | Tr 2Axle 3+Axle | uck 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| | | | From: | | | | 1 | | | | | | | |
| 2.07 | 2600 | G | 98% | 0% | 1% 0% | 0% | 0% | С | 0.094 | F | 0.572 | 2600 | G | 2003 |
| | | | | | 41-651 | | ļ. | | | | | | | |
| 1.86 | 2200 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.099 | F | 0.632 | 2200 | G | 2003 |
| | | | To: From: | | SR 360 | | - | | | | | | | |
| 0.31 | 850 | R | To: | | /1 613 EAST | | | | NA | | | NA | | 07/29/2002 |
| | | | From: | | | | | | | | | | | |
| 2.25 | 580 | R | To: | | 41.610 | | | | NA | | | NA | | 1999 |
| | | | | | | | <u>l</u> | | | | | | | |
| 2.30 | 280 | R | | | 03 301 | | | | NA | | | NA | | 1999 |
| | | | To: | | | | | | | | | | | |
| 2 30 | 530 | R | From: | | 41-626 NORTI | 1 | | | NΔ | | | NΑ | | 1999 |
| 2.00 | 000 | | To: | | 41-610 | | | | 1471 | | | 147.1 | | 1000 |
| | | | From: | | 41-603 | | | | | | | | | |
| 2.50 | 200 | R | | | | | | | NA | | | NA | | 07/24/2002 |
| | | | From: | | 41-780 | | - | | | | | | | |
| 0.50 | 150 | R | | | | | | | NA | | | NA | | 07/24/2002 |
| | | | From: | | 41-617 | | | | | | | | | |
| 1.10 | 150 | R | To | | 41 746 | | 1 | | NA | | | NA | | 07/24/2002 |
| | | | From: | | | | 1 | | | | | | | |
| 0.90 | 180 | R | <u> </u> | | 41-010 | | | | NA | | | NA | | 07/24/2002 |
| | | | To | | 41-618 | | | | | | | | | |
| 2.00 | 60 | R | From: | | | | | | NA | | | NA | | 07/24/2002 |
| | | | To: From: | | 41-623 | | | | | | | | | |
| 1.45 | 80 | R | | | | | | | NA | | | NA | | 07/24/2002 |
| | | | From: | | 1.45 MN 41-62 | 3 | | | | | | | | |
| 0.95 | 10 | R | To: | | D 15 1 | | | | NA | | | NA | | 07/24/2002 |
| | | | | | | | | | | | | | | |
| 1.60 | 60 | R | | | 41-01/ | | | | NA | | | NA | | 1999 |
| | | | To: | | 41-623 | | | | | | | | | |
| | | | From: | | 41-603 | | | | | | | | | |
| 2.90 | 130 | R | To: | | 41 (22 | | | | NA | | | NA | | 1999 |
| | | | | | | | <u> </u> | | | | | | | |
| 0.20 | 60 | R | | | 41-020 | | | | NA | | | NA | | 1986 |
| | | | To- | | Charlotte County | Line | | | | | | | | |
| | | | From: | | 41-647 | | | | | | | | | |
| 3.30 | 190 | R | | | | | | | NA | | | NA | | 07/24/2002 |
| | | | From: | | US 501 | | | | | | | | | 0=1001000 |
| 1.10 | 160 | R | | | | | | | NA | | | NA | | 07/22/2002 |
| 2.00 | 160 | В | From: | | 41-761 | | | | NΙΛ | | | NΙΛ | | 07/22/2002 |
| 2.00 | 100 | ĸ | т. Г | | | | | | INA | | | INA | | 07/22/2002 |
| 0.80 | 70 | R | From: | | 41-642 | | | | NA | | | NA | | 07/22/2002 |
| 3.55 | . . | | To | | A1 075 | | | | , . | | | | | 3 <u>=</u> |
| 0.90 | 50 | R | From: | | 41-8/3 | | | | NA | | | NA | | 07/22/2002 |
| | - | | To | | Dead End: Gan Ter | minus |] | | | | | | | |
| 1.40 | 100 | R | From: | | zam znu, Gap i ci | | | | NA | | | NA | | 07/24/2002 |
| 10 | | | | | | | | | | | | | | |
| | 2.07 1.86 0.31 2.25 2.30 2.30 2.50 0.50 1.10 0.90 2.00 1.45 0.95 1.60 2.90 0.20 3.30 1.10 2.00 0.80 0.90 | 2.07 2600 1.86 2200 0.31 850 2.25 580 2.30 280 2.30 530 2.50 200 0.50 150 1.10 150 0.90 180 2.00 60 1.45 80 0.95 10 1.60 60 2.90 130 0.20 60 3.30 190 1.10 160 2.00 160 0.80 70 0.90 50 | 2.07 2600 G 1.86 2200 G 0.31 850 R 2.25 580 R 2.30 280 R 2.30 530 R 2.50 200 R 0.50 150 R 1.10 150 R 1.10 150 R 1.45 80 R 1.45 80 R 0.95 10 R 1.60 60 R 1.60 60 R 3.30 190 R 3.30 190 R 1.10 160 R 1.10 160 R 2.00 160 R | 2.07 2600 G 98% 1.86 2200 G 98% 0.31 850 R 70 2.25 580 R 2.30 280 R 2.30 530 R 2.50 200 R 2.50 200 R 1.10 150 R 1.10 150 R 2.00 60 R 1.45 80 R 2.00 60 R 1.45 80 R 2.90 130 R 70 From: 2.90 130 R | 2.07 2600 G 98% 0% | 2.07 2600 G 98% 0% 1% 0% 1.86 2200 G 98% 0% 1% 0% 1.86 2200 G 98% 0% 1% 0% 1.86 2200 G 98% 0% 1% 0% 2.25 580 R 10 41-613 EAST 41-613 WEST 41-613 WEST 41-626 NORTH 41-626 NORTH 41-620 R 2.30 530 R 10 41-610 2.30 530 R 10 41-610 2.50 200 R 10 41-610 2.50 200 R 10 41-616 1.10 150 R 10 41-616 2.00 60 R 10 41-618 2.00 60 R 10 141-623 1.45 MN 41-62 1.46 MN 41-623 1.47 MN 41-62 1.48 MN 41-62 1.49 MN 41-62 1.40 MN 41-62 1.40 MN 41-62 1.40 MN 41-62 1.41 MN 41-62 1.42 MN 41-62 1.43 MN 41-62 1.44 MN 41-62 1.45 MN 41-62 1.45 MN 41-62 1.46 MN 41-62 1.47 MN 41-62 1.48 MN 41-62 1.49 MN 41-62 1.49 MN 41-62 1.40 MN 41-62 1.40 MN 41-62 1.41 MN 41-62 1.42 MN 41-62 1.43 MN 41-62 1.44 MN 41-62 1.45 MN 41-62 1.45 MN 41-62 1.46 MN 41-62 1.47 MN 41-62 1.48 MN 41-62 1.49 MN 41-62 1.40 MN 41-62 1.40 MN 41-62 1.41 MN 41-62 1.42 MN 41-62 1.43 MN 41-62 1.44 MN 41-62 1.45 MN 41-61 1.45 MN 41-62 1.45 MN 41-62 1.45 MN 41-62 1.45 MN 41-62 1.45 MN 41-61 1.45 MN 41-62 1.45 MN 41-61 1.45 MN 41-61 1.45 MN 41-62 1.45 MN 41-61 1.45 MN 41-61 1.45 MN 41-61 1.45 MN 41-62 1.45 MN 41-61 1.45 MN 41-62 1.45 MN 41-61 1.45 MN 41-61 1.45 MN 41-61 1.45 MN 41-61 1.45 MN 41-62 1.45 MN 41-61 1.45 MN 41-62 1.45 MN 41-61 1.46 MN 41-61 1.46 MN 41-61 1.47 MN 41-62 1.40 MN 41-62 1.40 MN 41-62 1.41 | 2.07 2600 G 98% 0% 1% 0% 0% 0% 18.850 R 1.613 EAST | 2.07 2600 G 98% 0% 1% 0% 0% 0% 0% 0% 1.86 2200 G 98% 0% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% | 2.07 2600 G 98% 0% 11% 0% 0% 0% C 1.86 2200 G 98% 0% 11% 0% 0% 0% F 2.03 850 R 2.25 580 R 2.26 580 R 2.30 280 R 2.30 530 R 2.30 530 R 2.30 41-626 SOUTH 2.30 530 R 2.41-626 SOUTH 2.30 530 R 2.50 200 R 2.50 41-610 2.50 41-626 SOUTH 2.60 SOUTH 2.70 41-610 2.70 41-610 2.80 70 R 2.90 130 R 2.00 60 R | 207 2600 G 98% 0% 1% 0% 0% 0% 0% 0 0 094 | 2.07 2600 G 98% 0% 1% 0% 0% 0% 0% C 0.094 F 1.86 2200 G 98% 0% 1% 0% 0% 0% 0% 0% C 0.094 F 1.86 2200 G 98% 0% 1% 0% 0% 0% 0% 0% F 0.099 F 1.86 2200 G 98% 0% 1% 0% 0% 0% 0% 0% F 0.099 F 0.31 850 R 10 | 2.07 2600 G 98% 0% 1% 0% 0% 0% 0% 0 | 2.07 2600 G 98% 0% 1% 0% 0% 0% 0% 0% 0 | 2.07 2800 G 98% 0% 1% 0% 0% 0% 0% 0% 0 |

| | | | | | H | alifax Maintenand | e Area | | | | | | | | |
|----------------|--------|------|----|--------------|------|-----------------------|--------|----------|----|-------------|----|---------------|-------|----|-----------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | From: | | 41 (2) GOLIET | T | | | | | | | | |
| | 3.40 | 270 | G | 97% | 0% | 41-626 SOUTH 1% 2% | 1% | 0% | С | 0.097 | F | 0.519 | 270 | G | 2003 |
| (621) | 3.40 | 210 | G | 91 /6 | 0 70 | | 1 /0 | 0 /6 | C | 0.097 | • | 0.519 | 210 | G | 2003 |
| $\overline{}$ | 0.00 | 050 | _ | From: | 00/ | 41-739 | 40/ | | | 0.000 | | 0.574 | 000 | | 0000 |
| 621) | 0.83 | 250 | G | 97% | 0% | 1% 2% | 1% | 0% | F | 0.098 | F | 0.571 | 260 | G | 2003 |
| | | | | From: | | 41-609 | | | | | | | | | |
| 621) | 3.30 | 290 | G | 97% | 0% | 1% 2% | 1% | 0% | F | 0.096 | F | 0.742 | 290 | G | 2003 |
| | | | | To: | | 41-603 | | | | | | | | | |
| | 4.00 | | _ | From: | | Dead End | | | | | | | | | 07/04/00 |
| 622 | 1.00 | 60 | R | To: | | GD 260 | | | | NA | | | NA | | 07/31/20 |
| | | | | From: | | SR 360 | | | | | | | | | |
| | 2.72 | 240 | В | From: | | 41-603 | | | | NIA | | | NΙΛ | | 07/24/20/ |
| 623) | 2.72 | 240 | R | | | | | | | NA | | | NA | | 07/24/200 |
| $\overline{}$ | | | | From: | | 41-619 | | <u> </u> | | | | | | | |
| 623 | 0.24 | 350 | R | | | | | | | NA | | | NA | | 07/24/200 |
| | | | | From: | | 41-758 | | - | | | | | | | |
| 623 | 1.01 | 360 | R | | | | | | | NA | | | NA | | 1999 |
| | | | | To: | | 41-624 | | | | | | | | | |
| 623) | 2.47 | 180 | R | rioni. | | | | | | NA | | | NA | | 1999 |
| \cup | | | | To | | 41-618 | | | | | | | | | |
| 623 | 1.09 | 120 | R | From: | | 0.10 | | | | NA | | | NA | | 1999 |
| 023) | | | | To | | 41 (17 | | | | | | | | | |
| 000 | 0.65 | 20 | R | From: | | 41-617 | | | | NA | | | NA | | 07/24/200 |
| 623 | 0.03 | 20 | K | To: | | Dead End | | | | INA | | | INA | | 011241200 |
| | | | | From: | | 41-626 | | | | | | | | | |
| 624 | 2.40 | 190 | R | <u> </u> | | 41-020 | | | | NA | | | NA | | 1999 |
| 624) | 2.40 | 100 | | | | | | | | 147 (| | | 14/ (| | 1000 |
| | E 40 | 420 | | From: | | 41-625 | | | | NIA | | | NΙΛ | | 1000 |
| 624 | 5.48 | 130 | R | | | | | | | NA | | | NA | | 1999 |
| $\overline{}$ | | | | From: | | 41-623 | | | | | | | | | |
| 624) | 1.50 | 60 | R | To | | D 15 1 | | | | NA | | | NA | | 1999 |
| | | | | | | Dead End | | | | | | | | | |
| | 4.00 | 400 | _ | From: | | 41-626 | | | | NIA | | | NIA | | 07/00/00 |
| 625 | 1.60 | 180 | R | To: | | 41 (24 | | | | NA | | | NA | | 07/22/200 |
| | | | | 1 | | 41-624 | | | | | | | | | |
| | 2.44 | 220 | _ | From: | 00/ | US 501 | 00/ | 00/ | _ | 0.400 | _ | 0.540 | 220 | 0 | 2002 |
| 626 | 3.11 | 230 | G | 98% | 0% | 2% 0% | 0% | 0% | С | 0.103 | F | 0.519 | 230 | G | 2003 |
| $\overline{}$ | | | | From: | | 41-632 | | | | | | | | | |
| 626 | 4.10 | 270 | G | 98% | 0% | 2% 0% | 0% | 0% | F | 0.09 | F | 0.709 | 270 | G | 2003 |
| <u> </u> | | | | To: From: | | 41-625 | | - | | | | | | | |
| 626 | 4.70 | 230 | G | 95 <u>%</u> | 0% | 1% 2% | 1% | 0% | С | 0.097 | F | 0.652 | 230 | G | 2003 |
| $\overline{}$ | | | | To: From: | | 41-603 EAST | | | | | | | | | |
| | 3.30 | 1000 | G | 84% | 0% | 41-603 WEST 1% 1% | 14% | 0% | F | 0.082 | F | 0.643 | 1100 | G | 2003 |
| 626 | 3.50 | 1000 | 0 | 04 /0 | 0 70 | | | 070 | | 0.002 | • | 0.043 | 1100 | U | 2003 |
| $\overline{}$ | 2.00 | 4400 | _ | From: | 00/ | 41-610 SOUTH | | | _ | 0.005 | _ | 0.004 | 1100 | _ | 0000 |
| (626) | 2.96 | 1100 | G | 84% | 0% | 1% 1% | 14% | 0% | F | 0.085 | F | 0.684 | 1100 | G | 2003 |
| | | | | To: From: | | 41-615 NORTH | | | | | | | | | |
| (626) (626) | 2.43 | 2100 | G | 84% | 0% | 1% 1% | 14% | 0% | С | 0.078 | F | 0.59 | 2100 | G | 2003 |
| <u> </u> | | | | To: | | SR 360 | | | | | | | | | |
| | | | | From: | | 41-603 | | | | | | | | | |
| 627) | 2.40 | 80 | R | _ — | | | | | | NA | | | NA | | 07/22/200 |
| | | | | To: | | 41-644 | | | | | | | | | |
| \bigcirc | | | | From: | | 41-647 | | | | | | | | | |
| 628 | 4.90 | 330 | R | _ — | | | | | | NA | | | NA | | 1999 |
| | | | | To: | | US 501 | | | | | | | | | |
| | | | | | | | | | | | | | | | |

| | | | | | Πä | alifax Maintenance Area | | | | | | | | |
|----------------|--------|------|---|--------------|-----|------------------------------|---------------|----|-------------|----|---------------|-------|----|-----------|
| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Trail | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | From: | | Dead End | 1 | | | | | | | |
| 629 | 0.70 | 70 | R | <u> </u> | | Dead End | | | NA | | | NA | | 07/24/200 |
| | | | | To: | | 41-603 | | | | | | | | |
| \bigcirc | | | | From: | | 41-603 | | | | | | | | |
| 630 | 0.60 | 90 | R | | | | | | NA | | | NA | | 1999 |
| | | | | From: | | 41-631 | | | | | | | | |
| 630 | 0.80 | 60 | R | To: | | Dead End | i | | NA | | | NA | | 1999 |
| | | | | From: | | | ! 1 | | | | | | | |
| 631) | 0.60 | 48 | R | | | 41-644 | | | NA | | | NA | | 07/22/200 |
| 001) | | _ | | To: | | 41-630 | | | | | | | | |
| | | | | From: | | 41-626 | | | | | | | | |
| 632 | 4.61 | 660 | G | 93% | 0% | 3% 0% 4% | 0% | С | 0.080 | F | 0.702 | 670 | G | 2003 |
| | | | | To: | | US 501; SR 40 | | | | | | | | |
| | 4.50 | 400 | _ | From: | | 41-634 | | | | | | | | 4000 |
| 633) | 1.50 | 100 | R | To: | | Dead End | i | | NA | | | NA | | 1999 |
| | | | | From: | | 41-632 | 1 | | | | | | | |
| 634) | 1.30 | 60 | R | <u> </u> | | 41-032 | | | NA | | | NA | | 07/22/200 |
| 034) | | | | To: | | 41-633 | | | | | | | | |
| 634) | 0.40 | 150 | R | From: | | 41-033 | | | NA | | | NA | | 07/22/200 |
| 004) | | | | To: | | 41-636 | | | | | | | | |
| | | | | From: | | SR 360 | | | | | | | | |
| 635) | 2.50 | 110 | R | | | | | | NA | | | NA | | 1999 |
| <u> </u> | | | | To: | | 41-665 | | | | | | | | |
| | | | | From: | | SR 40 | | | | | | | | |
| 636) | 1.50 | 330 | R | | | | | | NA | | | NA | | 07/24/200 |
| | | | | From: | | 41-645 | | | | | | | | 0=101100 |
| 636) | 1.62 | 120 | R | | | | | | NA | | | NA | | 07/24/200 |
| | 2.27 | 400 | | From: | | 1.62 ME 41-645 | | | | | | | | 07/04/00 |
| 636 | 0.07 | 120 | R | To: | | US 501 NORTH | 1 | | NA | | | NA | | 07/24/200 |
| | | | | From: | | US 501 SOUTH | | | | | | | | |
| 636) | 1.26 | 450 | R | | | | - | | NA | | | NA | | 07/22/200 |
| _ | | | | To: From: | | 41-634 | } | | | | | | | |
| 636) | 0.80 | 280 | R | | | | | | NA | | | NA | | 07/22/200 |
| | | | | To: | | 41-626 | | | | | | | | |
| $\overline{}$ | 1 00 | 00 | Б | From: | | 41-670 | | | NA | | | NA | | 07/22/20 |
| 637) | 1.80 | 80 | R | To: | | 41-638 | | | INA | | | INA | | 01122120 |
| | | | | From: | | SR 40 WEST | | | | | | | | |
| 638) | 0.80 | 240 | R | | | DR IV WEDT | | | NA | | | NA | | 07/22/200 |
| | | | | To: | | 41-637 | | | | | | | | |
| 638) | 0.90 | 160 | R | From: | | 11 057 | | | NA | | | NA | | 07/22/200 |
| <u> </u> | | | | To: | | 41-639 | 1 | | | | | | | |
| 638) | 3.79 | 160 | R | From: | | 11 05) | | | NA | | | NA | | 07/22/200 |
| | | | | To: | | SR 40 MID | | | | | | | | |
| $\overline{}$ | 1 50 | 270 | Б | From: | | SR 40 EAST | | | NIA | | | NIA | | 07/22/20 |
| 638) | 1.50 | 270 | R | To: | | US 501 | | | NA | | | NA | | 07/22/200 |
| | | | | From: | | Pittsylvania County Line | ! | | | | | | | |
| 630) | 1.20 | 230 | R | <u> </u> | | 1 ittsyrvama County Line | | | NA | | | NA | | 07/22/20 |
| 639) | | | | To | | 41 640 | 1 | | | | | | | |
| 630) | 0.40 | 160 | R | From: | | 41-640 | | | NA | | | NA | | 07/22/200 |
| 639 | 0.40 | .50 | • | To: | | 41-670 | | | | | | | | 3.,22,20 |
| | | | | | | | | | | | | | | |

| Length | AADT | QA | 4Tire | Bus | Tr 2Axle 3+Axle | uck 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-------------|--|------|--|---|--------------------|--|---------------------|----------------------------|--|------------|---------------|-------|------------|------------|
| | | | From: | | 41-670 | | ī | | | | | | | |
| 2.50 | 150 | R | | | 11 070 | | | | NA | | | NA | | 07/22/200 |
| | | | To | | 41-638 | | | | | | | | | |
| 4.00 | 400 | _ | From: | | 41-650 | | | | NIA | | | NIA | | 07/00/000 |
| 1.00 | 400 | ĸ | To: | | SR 40: 41-66 | R | 1 | | NA | | | NA | | 07/22/200 |
| | | | From: | | SR 40 | | | | | | | | | |
| 2.10 | 380 | R | | | | | | | NA | | | NA | | 07/22/200 |
| 0.00 | | _ | From: | | 41-669 | | | | | | | | | 07/00/00/ |
| 3.20 | 280 | K | To: | | 41-639 | | 1 | | NA | | | NA | | 07/22/200 |
| | | | From: | | | | Ī | | | | | | | |
| 3.30 | 190 | R | | | 11 012 | | | | NA | | | NA | | 07/31/20 |
| | | | To: | | 41-610 | | | | | | | | | |
| | | | From: | | 41-832 | | | | | | | | | |
| 3.02 | 860 | G | 90% | 1% | 5% 0% | 3% | 0% | С | 0.083 | F | 0.521 | 870 | G | 2003 |
| 4.60 | CEO. | | From: | 00/ | US 501 | 10/ | 00/ | | 0.1 | | 0.562 | GEO. | | 2002 |
| 4.69 | 650 | G | 90% To: | 0% | | 1% | 0% | C | 0.1 | г | 0.563 | 650 | G | 2003 |
| | | | From: | | | | i | | | | | | | |
| 0.10 | 20 | R | | | Doud End | | | | NA | | | NA | | 07/29/200 |
| | | | To | | 41-814; 41-82 | 6 | 1 | | | | | | | |
| 0.40 | 150 | R | rioni. | | , | | , | | NA | | | NA | | 07/29/200 |
| | | | To: | | | | | | | | | | | |
| 0.50 | 120 | R | 110111. | | US 301 EAS | l | | | NA | | | NA | | 07/31/200 |
| | | | To: | | 41-610 | | | | | | | | | |
| | | | From: | | 41-603 | | | | | | | | | |
| 1.20 | 900 | G | 95% | 0% | 2% 1% | 2% | 0% | С | 0.091 | F | 0.539 | 900 | G | 2003 |
| | | | To: From: | | 41-645 | | | | | | | | | |
| 2.75 | 80 | R | | | | | | | NA | | | NA | | 07/24/200 |
| 0.00 | 400 | _ | From: | | 41-627 | | | | | | | | | 07/00/00/ |
| 0.60 | 120 | К | To: | | 41-626 | | i | | NA | | | NA | | 07/22/200 |
| | | | From: | | | | l | | | | | | | |
| 3.01 | 690 | G | 90% | 0% | 4% 2% | 4% | 0% | С | 0.106 | F | 0.556 | 700 | G | 2003 |
| | | | To: | | | Н | | | | | | | | |
| 2 42 | 280 | R | FIOIII. | | US 501 NORT | Н | | | NΑ | | | NΑ | | 07/24/200 |
| 2.72 | 200 | | To: | | 41-636 | | | | 1471 | | | 14/1 | | 011241200 |
| | | | From: | | 41-645 | | | | | | | | | |
| 2.08 | 230 | R | <u></u> | | | | | | NA | | | NA | | 07/22/200 |
| | | | From: | | 41-811 | | | | | | | | | |
| 0.34 | 340 | R | | | | | | | NA | | | NA | | 07/22/200 |
| | | | | | | | | | | | | | | |
| <i>4</i> 01 | 290 | G | | 0% | | 0% | 0% | F | 0.083 | F | 0.52 | 290 | G | 2003 |
| T.U1 | | _ | 79 70 To: | J /0 | | | J /0 | | J.000 | | J.JZ | 200 | | 2000 |
| 6.16 | 25.5 | _ | From: | 001 | 41-603 WES | Γ | 001 | _ | 0.40 | _ | 0.500 | | _ | 0005 |
| 2.18 | 280 | G | 99% | 0% | | 0% | 0% | F | 0.13 | F | 0.589 | 280 | G | 2003 |
| 4 70 | 000 | | From: | 001 | 41-649 | 001 | 001 | | 0.000 | _ | 0.540 | 202 | | 0000 |
| 1.70 | 290 | G | 99% To: | υ% | 0% 0% SR 40 | υ% | υ% | C | 0.093 | ۲ | u.519 | 290 | G | 2003 |
| | | | | | 517.40 | | | | | | | | | |
| | | | From: | | 41-696 | | | | | | | | | |
| 3.70 | 100 | R | From: | | 41-696 | | | | NA | | | NA | | 08/12/200 |
| | 2.50 1.00 2.10 3.20 3.30 3.02 4.69 0.10 0.40 0.50 1.20 2.75 0.60 3.01 2.42 | 2.50 | 2.50 150 R 1.00 400 R 2.10 380 R 3.20 280 R 3.30 190 R 3.02 860 G 4.69 650 G 0.10 20 R 0.40 150 R 0.50 120 R 1.20 900 G 2.75 80 R 0.60 120 R 3.01 690 G 2.42 280 R 2.08 230 R 0.34 340 R 4.01 290 G 2.18 280 G | 2.50 150 R To From 1.00 400 R To From 2.10 380 R 3.20 280 R To From 3.30 190 R 3.02 860 G 90% 4.69 650 G 96% To From 0.10 20 R 0.40 150 R To From 1.20 900 G 95% 2.75 80 R 0.60 120 R To From 3.01 690 G 90% 2.42 280 R To From 2.42 280 R 0.34 340 R To From 2.42 280 R 0.34 340 R To From 2.42 280 R 0.34 340 R To From 2.42 280 R 1.70 290 G 99% 1.70 290 G 99% | 2.50 | 2.50 150 R 1.00 400 R 1.00 400 R 1.00 380 R 2.10 380 R 2.10 380 R 2.10 380 R 3.20 280 R 10 41-639 From 41-649 3.30 190 R 3.02 860 G 90% 1% 5% 0% 4.69 650 G 96% 0% 2% 0% 4.69 650 G 96% 0% 2% 0% 10 41-603 From 41-603 From 41-603 1.20 R 10 150 R 10 1 | 2.50 150 R Trees | 2.50 150 R 1.00 400 R | 2.50 150 R 1.00 400 R 1.00 400 R 1.00 400 R 1.00 400 R 1.00 400 R 1.00 41.650 | 2.50 150 R | 2.50 | 2.50 | 2.50 150 R | 2.50 150 R |

| | | | | | Ha | alifax Maintenanc | e Area | | | | | | | | |
|-----------------|--------|------|----|--------------|------|----------------------|--------|----------|----|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | - | | | | | | - Gotor | | 1 40101 | | | |
| 649 | 1.20 | 150 | R | From: | | 41-667 | | | | NA | | | NA | | 07/22/2002 |
| | 1.50 | 130 | R | To: From: | | 41-786 | | | | NA | | | NA | | 07/22/2002 |
| (649) | 1.50 | 130 | K | To | | 41-603 SOUTH | | | | INA | | | INA | | 0112212002 |
| \bigcirc | 0.00 | 050 | | From: | | 41-603 NORTH | | | | NIA | | | NIA | | 07/04/0000 |
| 649 | 2.90 | 250 | R | To: | | 41-647 | | 1 | | NA | | | NA | | 07/24/2002 |
| | | | | From: | | 41-667; 71-650 | | i l | | | | | | | |
| 650 | 1.30 | 190 | R | Tai | | 11.655 | | | | NA | | | NA | | 07/22/2002 |
| 650 | 1.00 | 340 | R | From: | | 41-657 | | | | NA | | | NA | | 07/22/2002 |
| | | | | From: | | 41-640 | | | | | | | | | |
| 650 | 0.60 | 140 | R | To: | | 41-603 | | | | NA | | | NA | | 07/22/2002 |
| Town of Halifax | | | | <u> </u> | | 11 003 | | | | | | | | | |
| | | | _ | From: | 201 | US 501 | 201 | 201 | | | _ | | 1000 | | |
| (651) | 0.11 | 1000 | G | 96% | 0% | 3% 1% ECL Halifax | 0% | 0% | F | 0.09 | F | 0.533 | 1000 | G | 2003 |
| Halifax County | | | | | | DOD TAME | | J | | | | | | | |
| | | | _ | From: | | ECL Halifax | | | _ | | | | | _ | |
| (651) | 2.22 | 1000 | G | 96% To: | 0% | 3% 1% 41-614 | 0% | 0% | С | 0.097 | F | 0.644 | 1000 | G | 2003 |
| T | | | | <u> </u> | | 41-014 | | ı | | | | | | | |
| Town of Halifax | | | | From: | | Dead End | | | | | | | | | |
| (652) | 0.44 | 80 | R | . — | | 227 77 112 | | | | NA | | | NA | | 08/19/2002 |
| W. W. G. | | | | To: | | SCL Halifax | | J | | | | | | | |
| Halifax County | | | | From: | | SCL Halifax | | | | | | | | | |
| (652) | 1.52 | 170 | R | _ | | | | | | NA | | | NA | | 08/19/2002 |
| | | | | To: From: | | SR 360 | | | | | | | | | |
| (652) | 1.60 | 220 | R | FIOIII. | | SR 360 EAST; 41- | 903 | | | NA | | | NA | | 07/29/2002 |
| 653 | | | | To | | 41-880 | | 1 | | | | | | | |
| (653) | 1.90 | 850 | R | From: | | 41-000 | | | | NA | | | NA | | 07/29/2002 |
| | | | | To: | | SR 360 WEST | | j | | | | | | | |
| \bigcirc | 0.70 | 0=00 | | From: | 40/ | SR 360 | 40/ | 00/ | _ | 0.005 | _ | 0.507 | 2222 | _ | 2222 |
| 654) | 2.73 | 8500 | G | 95% To: | 1% | 1% 1% US 501 | 1% | 0% | С | 0.085 | F | 0.597 | 8600 | G | 2003 |
| | | | | From: | | 41-711 | | | | | | | | | |
| 655 | 1.20 | 680 | G | 98% | 0% | 2% 0% | 0% | 0% | С | 0.098 | F | 0.529 | 680 | G | 2003 |
| | | | | To: | | 41-658 | | | | | | | | | |
| | | | | From: | | US 58 | | | | | _ | | | | |
| 656 | 3.05 | 590 | G | To: | | Pittsylvania County | I ine | 1 | | 0.092 | F | 0.746 | 600 | G | 2003 |
| | | | | From: | | 41-667 | Line | <u> </u> | | | | | | | |
| 657 | 1.80 | 90 | R | <u> </u> | | 11 007 | | | | NA | | | NA | | 07/22/2002 |
| | | | | To: | | 41-650 | | | | | | | | | |
| \bigcirc | 4.00 | | | From: | | Pittsylvania County | Line | | | | | | | | 00/00/000 |
| 658 | 1.80 | 410 | R | | | | | | | NA | | | NA | | 08/06/2002 |
| | 3.76 | 480 | N | From: 88% | 0% | 41-688 3% 1% | 7% | 0% | N | 0.103 | N | 0.532 | 480 | N | 2003 |
| 658 | 3.70 | -100 | | | U /0 | | 1 /0 | J /0 | 14 | 0.100 | 14 | 0.002 | 700 | 14 | 2003 |
| (658) | 0.42 | 480 | G | From: 88% | 0% | 41-662 3% 1% | 7% | 0% | F | 0.103 | F | 0.532 | 480 | G | 2003 |
| 658 | | | | To: | | 41-691 | | | - | | • | | | | |
| 658 | 3.84 | 790 | G | 88% | 0% | 3% 1% | 7% | 0% | С | 0.086 | F | 0.6 | 800 | G | 2003 |
| | | | | To: | | US 58 WEST | | | | | | | | | |

| | | | | | H | alifax Maintenand | e Area | | | | | | | | |
|----------------|--------|------|----|--------------|-----|---------------------------------|------------|--------|----|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | From: | | US 58 WEST | | ī | | | | | | | |
| 658) | 2.80 | 390 | G | 94% | 0% | 5% 1% | 1% | 0% | F | 0.120 | F | 0.626 | 390 | G | 2003 |
| 658) | 2.59 | 1400 | G | From: 94% | 0% | 41-773 5% 1% | 1% | 0% | F | 0.106 | F | 0.556 | 1400 | G | 2003 |
| | | | | To: From: | | 41-708 | | | | | | | | | |
| 658 | 4.36 | 1900 | G | 94% | 0% | 5% 1% | 1% | 0% | С | 0.095 | F | 0.561 | 1900 | G | 2003 |
| 658 | 3.52 | 660 | G | From: 96% | 1% | US 501 0% 2% 41-744 SOUTH | 1% | 0% | F | 0.103 | F | 0.575 | 660 | G | 2003 |
| | | | | From: | | 41-744 NORTH | | | | | | | | | |
| 658 | 0.12 | 150 | G | 96% To: | 1% | 0% 2% 41-741 WEST | 1% | 0% | С | 0.132 | F | 0.519 | 150 | G | 2003 |
| | | | | From: | | 41-741 WEST 41-741 EAST | | | | | | | | | |
| 658) | 3.80 | 310 | G | 96% | 1% | 0% 2% | 1% | 0% | F | 0.118 | F | 0.605 | 310 | G | 2003 |
| | | | | To: | | US 58 E; 41-60 | | | | | | | | | |
| (CFQ) | 1.58 | 330 | G | 97% | 0% | Pittsylvania County 2% 0% | Line 1% | 0% | F | 0.102 | F | 0.514 | 330 | G | 2003 |
| 659 | 1.00 | 330 | | 57 70 | 070 | 41-688 | 1 70 | L | ' | 0.102 | | 0.514 | 330 | 0 | 2000 |
| 659 | 3.72 | 330 | G | 97% | 0% | 2% 0% | 1% | 0% | F | 0.1 | F | 0.514 | 340 | G | 2003 |
| 659 | 3.89 | 300 | G | 97% | 0% | 2% 0% 41-683 | 1% | 0% | F | 0.119 | F | 0.627 | 300 | G | 2003 |
| 659 | 1.74 | 650 | G | 97% | 0% | 2% 0% 41-681 | 1% | 0% | С | 0.123 | F | 0.615 | 650 | G | 2003 |
| (659) (659) | 5.48 | 940 | G | 97% | 0% | 2% 0% 41-682 SOUTH | 1% | 0% | F | 0.114 | F | 0.580 | 950 | G | 2003 |
| 659 | 0.09 | 3100 | G | 97% | 0% | 2% 0% | 1% | 0% | F | 0.089 | F | 0.527 | 3100 | G | 2003 |
| 659 | 1.27 | 3300 | G | 97% To: | 0% | 41-682 NORTH 2% 0% 41-654 | 1% | 0% | С | 0.085 | F | 0.525 | 3300 | G | 2003 |
| | | | | From: | | Pittsylvania County | Line | | | | | | | | |
| 660 | 0.45 | 110 | R | | | | | | | NA | | | NA | | 07/31/2002 |
| | 0.40 | 400 | | From: | | 41-661 | | | | NIA | | | NIA | | 07/04/0000 |
| 660 | 0.40 | 120 | R | To: | | 41-662 | | | | NA | | | NA | | 07/31/2002 |
| | | | | From: | | Pittsylvania County | Line | | | | | | | | |
| (661) | 0.50 | 90 | R | | | | | | | NA | | | NA | | 07/31/2002 |
| | | | | To: | | 41-660 | | | | | | | | | |
| (662) | 0.80 | 240 | R | From: | | SR 360 | | | | NA | | | NA | | 07/31/2002 |
| | 1.00 | 170 | R | From: | | 41-684 | | | | NA | | | NA | | 07/31/2002 |
| 662 | 1.00 | 170 | ĸ | T | | 44 660 | | | | INA | | | INA | | 0113112002 |
| 662 | 3.80 | 180 | R | From: | | 41-660 | | | | NA | | | NA | | 07/31/2002 |
| (662) | 0.40 | 410 | R | From: | | 41-685 | | | | NA | | | NA | | 07/31/2002 |
| 662 | 0.40 | 710 | | To: From: | | 41-659 EAST 41-659 WEST | | | | 107 | | | 17/7 | | 31.3112002 |
| 662 | 2.40 | 100 | G | 92% To: | 2% | 2% 2% 41-658 | 1% | 1% | С | 0.125 | F | 0.539 | 100 | G | 2003 |
| | | | | From: | | SR 360 | | I | | | | | | | |
| 663 | 2.10 | 90 | R | <u> </u> | | | | | | NA | | | NA | | 07/31/2002 |
| | | | | To: | | 41-684 | | | | | | | | | |

| Length | AADT | QA | 4Tire | Bus | | | | $-\alpha c$ | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---------|--|--|---|------------------------|---------------------|---|---|---------------|--|---|--|--|--|--|
| | | | From: | | Pittsylvania County | Line | | | | | | | | |
| 2.00 | 30 | R | | | | | | | NA | | | NA | | 07/31/200 |
| | | | | | | / | | | | | | | | |
| 0.70 | 270 | R | r tolli: | | 41-6/6 | | | | NA | | | NA | | 1999 |
| | | | To: | | 41-635 | | | | | | | | | |
| 1.90 | 150 | R | From: | | | | | | NA | | | NA | | 1999 |
| | | | | | 41-675 | | | | | | | | | |
| 0.50 | 360 | R | From: | | 41-667 | | | | ΝΔ | | | ΝΔ | | 1999 |
| 0.00 | | .` | To: | | 41.702 | | | | | | | | | 1000 |
| 2.00 | 290 | R | From: | | 41-702 | | | | NA | | | NA | | 1999 |
| | | | To: | | Pittsylvania County | Line | | | | | | | | |
| 0.05 | 070 | _ | From: | 00/ | 41-832 | 40/ | 00/ | 0 | 0.44 | _ | 0.700 | 070 | 0 | 0000 |
| 2.65 | 270 | G | 95% | 2% | | 1% | 0% | C | 0.11 | F | 0.766 | 270 | G | 2003 |
| 3.71 | 250 | G | From: 92% | 0% | | 4% | 0% | С | 0.096 | F | 0.708 | 250 | G | 2003 |
| | | | To: | 0,0 | 41-657 | .,, | | | 0.000 | • | 000 | | | |
| 3.48 | 300 | G | | 0% | | 4% | 0% | F | 0 104 | F | 0.8 | 300 | G | 2003 |
| 0.40 | 300 | | To: | 070 | | | 070 | ' | 0.104 | ' | 0.0 | 300 | 0 | 2000 |
| | | | From: | | 41-603 | | | | | | | | | |
| 0.51 | 200 | R | | | | | | | NA | | | NA | | 07/22/200 |
| | 040 | | From: | 00/ | | | 00/ | | 0.00 | _ | 0.504 | 0.40 | | 0000 |
| 0.69 | 840 | G | 86% To: | | | | 0% | C | 0.09 | F | 0.581 | 840 | G | 2003 |
| | | | From: | | | | 1 | | | | | | | |
| 0.60 | 90 | R | | | | | | | NA | | | NA | | 07/22/200 |
| | | | | | | | | | | | | | | |
| 1 00 | 180 | R | From: | | SR 40 | | | | NA | | | NA | | 07/22/20 |
| 1.00 | | | To: | | A1 637 | | | | 1471 | | | 147 (| | OTTELTED |
| 3.90 | 80 | R | From: | | 41-037 | | | | NA | | | NA | | 07/22/200 |
| | | | To: | | 41-639 | | | | | | | | | |
| 0.00 | 00 | Б | From: | | Dead End | | | | NIA | | | NIA | | 07/24/20 |
| 0.90 | 90 | K | To: | | 41-659 EAST | | | | INA | | | INA | | 07/31/200 |
| | | | From: | | | | | | | | | | | |
| 3.50 | 220 | R | | | | | | | NA | | | NA | | 07/29/200 |
| 2.00 | 270 | R | From: | | 41-679 | | | | ΝΔ | | | ΝΔ | | 07/29/200 |
| 2.00 | 210 | IX. | To: | | SR 360 WEST | | | | INA | | | INA | | 011291200 |
| 2.00 | 470 | , | From: | | SR 360 EAST | • | | | NIA | | | NIA | | 07/00/00 |
| 2.90 | 170 | ĸ | To: | | 41-832 | | | | NA | | | NA | | 07/29/200 |
| | | | From: | | | | Ī | | | | | | | |
| 2.00 | 140 | R | | | | | | | NA | | | NA | | 07/29/200 |
| | | | From: | | 41-674 | | } | | | | | | | |
| 1.10 | 100 | R | Te- | | 41 (7) WEG | , | 1 | | NA | | | NA | | 07/29/200 |
| | | | From: | | | | | | | | | | | |
| 1.00 | 60 | R | | | | | | | NA | | | NA | | 07/29/200 |
| | | | | | | | | | | | | | | |
| | | | riom: | | 41-832 | | | | | | | | | 0=10.110.0 |
| 0.85 | 70 | R | | | | | | | NA | | | NA | | 07/24/200 |
| | 2.00 0.70 1.90 0.50 2.00 2.65 3.71 3.48 0.51 0.69 0.60 1.00 3.90 0.90 2.00 2.90 2.00 1.10 | 2.00 30 0.70 270 1.90 150 0.50 360 2.00 290 2.65 270 3.71 250 3.48 300 0.51 200 0.69 840 0.60 90 1.00 180 3.90 80 0.90 90 3.50 220 2.00 270 2.90 170 2.00 140 1.10 100 | 2.00 30 R 0.70 270 R 1.90 150 R 0.50 360 R 2.00 290 R 2.65 270 G 3.71 250 G 3.48 300 G 0.51 200 R 0.69 840 G 0.69 840 G 1.00 180 R 3.90 80 R 3.90 80 R 2.00 270 R 2.00 270 R 2.90 170 R 2.00 140 R 1.10 100 R | 2.00 30 R To From | 2.00 30 R | Length AADT QA 4Tire Bus Caxle 3+Axle | Length AADT QA 4 Tree Bus 2 2 2 2 2 4 1 6 7 1 6 6 6 6 6 6 6 6 6 | 2.00 30 R | Length AADT QA 4Tire Bus Truck 2Axie 3+Axie 1Trail 2Trail 2Tra | Length AADT QA 4Tire Bus 2Axie 3+Axie 1Trail 2Trail QC Factor | Length AADT QA 4 Tire Bus 2Axde 3 + Axde 1 Trail 2 | Length AADT QA 4 Tire Bus 2Axide 3+Axide 1Trail 2Trail 2Trail 2Trail C Factor QK QK Factor QK Fa | Length AADT QA 41 Tre Bus 2Axie 3+Axie 1Trail 2Trail QC Factor QR Factor AAWDT | Length AADT QA 4Tire Bus Truck ZANde 31-AADE Trail ZTrail ZTra |

| QW Year 07/24/20 1999 10/06/20 1999 1999 |
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| Route | l enath | AADT | QΔ | 4Tire | | alifax Maintenand | uck | | $-\alpha c$ | K | QK | Dir | AAWDT | OW | Year |
|----------------|---------|------|----|--------------|-----|------------------------------|--------|--------|-------------|--------|-----|--------|-------|-----|------------|
| Halifax County | Longui | | ~~ | | 200 | 2Axle 3+Axle | 1Trail | 2Trail | QU | Factor | ٠.٠ | Factor | | ٠,, | i odi |
| | 2.90 | 120 | R | From: | | 41-659 | | | | NA | | | NA | | 07/31/2002 |
| (681) | 2.90 | 120 | Α. | To: | | 41-679 | | 1 | | INA | | | INA | | 07/31/2002 |
| 681) | 0.45 | 510 | R | From: | | 41-0/9 | | | | NA | | | NA | | 07/31/2002 |
| | 0.45 | 440 | | From: | 40/ | 41-678 | 40/ | 00/ | | 0.4 | | 0.505 | 400 | | 0000 |
| 681) | 2.15 | 410 | G | 97% To: | 1% | 1% 0% SR 360 | 1% | 0% | С | 0.1 | F | 0.595 | 420 | G | 2003 |
| | | | | From: | | 41-678 | | | | | | | | | |
| 682 | 3.17 | 790 | G | 97% | 0% | 2% 0% | 0% | 0% | F | 0.092 | F | 0.623 | 800 | G | 2003 |
| | | | | To: From: | | 41-659 NORTH 41-659 SOUTH | | | | | | | | | |
| (682) | 1.06 | 2900 | G | 97% | 0% | 2% 0% | 0% | 0% | С | 0.087 | F | 0.506 | 2900 | G | 2003 |
| 002) | | | | To: | | WCL South Bost | | | | | | | | | |
| | | | | From: | | 41-659 | | | | | | | | | |
| 683 | 1.00 | 260 | R | | | | | | | NA | | | NA | | 07/31/2002 |
| | | | | From: | | 41-680 | | | | | | | | | |
| 683 | 3.80 | 220 | R | | | | | | | NA | | | NA | | 07/31/2002 |
| | | | | From: | | 41-685; 41-771 | 1 | | | | | | | | |
| 683 | 0.80 | 430 | R | | | | | | | NA | | | NA | | 07/31/2002 |
| | | | | From: | | 41-684 | | | | | | | | | |
| 683 | 1.50 | 750 | R | To: | | SR 360 | | | 1 | NA | | | NA | | 07/31/2002 |
| | | | | From: | | | | | | | | | | | |
| 684) | 1.80 | 90 | R | Trom. | | 41-662 | | | | NA | | | NA | | 07/31/2002 |
| 004) | | | | To: | | 41-663 | | 1 | | | | | | | 0.702002 |
| 684) | 1.80 | 300 | R | From: | | 41-003 | | | | NA | | | NA | | 07/31/2002 |
| 004) | | | | To: | | 41-683 | | | | | | | | | |
| | | | | From: | | 41-662 | | | | | | | | | |
| (685) | 4.70 | 180 | R | | | | | | ì | NA | | | NA | | 07/31/2002 |
| | | | | To: | | 41-683; 41-771 | 1 | | | | | | | | |
| | 4.00 | 00 | _ | From: | | 41-689 | | | | N.1.0 | | | NIA | | 4000 |
| 686 | 1.30 | 90 | R | | | | | | i | NA | | | NA | | 1999 |
| $\overline{}$ | 0.00 | 70 | R | From: | | 41-658 | | | | NIA | | | NIA | | 4000 |
| 686 | 0.60 | 70 | ĸ | To: | | Dead End | | | 1 | NA | | | NA | | 1999 |
| | | | | From: | | 41-708 | | | | | | | | | |
| (687) | 0.16 | 170 | R | <u> </u> | | 11 700 | | | ļ | NA | | | NA | | 1999 |
| | | | | To: | | 41-658 | | | | | | | | | |
| | | | | From: | | Pittsylvania County | Line | | | | | | | | |
| (688) | 3.08 | 330 | R | | | | | | | NA | | | NA | | 08/06/2002 |
| | | | | From: | | 41-658 | | | | | | | | | |
| 688 | 1.90 | 150 | R | To: | | 41-659 | | | 1 | NA | | | NA | | 08/06/2002 |
| | | | | From: | | | | | | | | | | | |
| (689) | 0.62 | 40 | R | Troni. | | Dead End | | | | NA | | | NA | | 08/06/2002 |
| (009) | 0.02 | | | To: | | 0.62 ME Dead E | nd | | | | | | | | 00/00/2002 |
| (689) | 0.30 | 60 | R | From: | | 0.02 ME Dead E | and | | | NA | | | NA | | 1999 |
| 689 | | | | To | | 41-686 | | | | | | | | | |
| 689 | 2.00 | 80 | R | From: | | 41-000 | | | | NA | | | NA | | 1999 |
| | | | | To: | | 41-658 | | | | | | | | | |
| | | | | From: | | 41-603 | | | | | | | | | <u> </u> |
| 690 | 1.80 | 90 | R | _ | | | | | i. | NA | | | NA | | 1999 |
| | | | | To: | | Dead End | | | | | | | | | |

| | | | | | Halifax Maintenance Area | | | |
|----------------|--------|------|----|--------------|--|-----------|---------------------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | C | Dir AAWDT Factor | QW Year |
| Halifax County | | | | From: | 41-658 | | | |
| (691) | 2.00 | 270 | R | | | NA | NA | 08/06/2002 |
| | | | | To- | 41-659 | | | |
| <u></u> | 0.45 | 70 | R | From: | Dead End | NA | NA | 08/06/2002 |
| 692 | 0.40 | | | To: | 41-751 | 14/1 | 107 | 00/00/2002 |
| | | | | From: | NC State Line West | | | |
| 693 | 0.50 | 260 | R | | | NA | NA | 1999 |
| | 2.22 | 400 | _ | From: | 41-764 | NIA | - NIA | 1000 |
| (693) (693) | 3.23 | 120 | R | To | 41.000 | NA | NA | 1999 |
| 603 | 0.22 | 120 | R | From: | 41-829 | NA | NA | 1999 |
| 093) | - | | | To: | NC State Line East | | | |
| | | | | From: | US 58; SR 119 | | | |
| (694) | 1.00 | 50 | R | | | NA | NA | 08/06/2002 |
| 694) 694) | 0.55 | 30 | R | From: | 1.00 ME US 58 | NA | NA | 08/06/2002 |
| (694) | 0.55 | 30 | K | To: | Dead End | INA | INA | 08/00/2002 |
| | | | | From: | Dead End | | | |
| 695) | 0.30 | 30 | R | | | NA | NA | 07/22/2002 |
| | | | | From: | 41-624 | | | |
| 696) | 0.20 | 60 | R | FIOIII. | North Carolina State Line | NA | NA | 1999 |
| | | | | To | 41-712 | | | |
| (696) (696) | 1.90 | 200 | R | From: | 11 712 | NA | NA | 1999 |
| | | | | To- | 41-648 | | | |
| (696) | 0.50 | 250 | R | | | NA | NA | 1999 |
| | | | | From: | 41-697 | | | |
| 696) | 0.61 | 310 | R | To: | US 58 | NA | NA | 1999 |
| | | | | From: | Dead End | | | |
| (697) | 0.60 | 20 | R | | | NA | NA | 08/12/2002 |
| | | | | To: From: | 41-696 | | | |
| 697 | 1.40 | 90 | R | _ | _ | NA | NA | 1999 |
| | 4.00 | 000 | | From: | 41-779 | NIA. | | 1000 |
| 697) | 1.80 | 230 | R | To: | 41-699 | NA | NA | 1999 |
| | | | | From: | Pittsylvania County Line | | | |
| 698) | 1.90 | 170 | R | | | NA | NA | 07/31/2002 |
| | | | | To: | SR 360 | | | |
| (600) | 0.40 | 260 | R | From: | North Carolina State Line | NA | NA | 08/12/2002 |
| 699 | 0.40 | | | To: | 41-700 | 14/ (| 107 | 00/12/2002 |
| 699 | 2.90 | 640 | G | 94% | 3% 1% 1% 1% 0% | C 0.112 F | 0.637 640 | G 2003 |
| | | | | To: From: | 41-751 | | | |
| 699 | 3.00 | 480 | G | 93% | 0% 5% 0% 1% 0% | C 0.124 F | 0.641 490 | G 2003 |
| | | | | To: | US 58 | | | |
| 700 | 0.30 | 830 | G | 94% | North Carolina State Line 0% 3% 1% 2% 0% | C 0.114 F | 0.66 830 | G 2003 |
| 700 | | | | Tn· | 41-699 | | | |
| | | | | From: | 41-711 | | | |
| 701) | 1.90 | 110 | R | To: | 41-699 | NA | NA | 08/12/2002 |
| | | | | | 41-099 | | | |

| | | | | | | alifax Maintenand | C Alca | | | | | | | | |
|-------------------------|--------|------|----|--------------|------|------------------------|--------|------|------|--------------------|-----|---------------|-------|----|-----------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | From: | | Distantania Camata | T : | i | | | | | | | |
| 702) | 3.70 | 190 | R | | | Pittsylvania County | Line | | | NA | | | NA | | 1999 |
| 102 | | | | To | | 41-666 | | | | | | | | | |
| | | | | From: | | US 58 WEST | | | | | | | | | |
| 703 | 0.83 | 140 | R | | | | | | | NA | | | NA | | 08/06/200 |
| | | | | To: From: | | 41-881 | | | | | | | | | |
| 703) | 1.40 | 260 | R | To: | | US 58 EAST | | 1 | | NA | | | NA | | 08/06/200 |
| | | | | From: | | | | 1 | | | | | | | |
| 704) | 0.43 | 480 | R | | | US 501 | | | | NA | | | NA | | 08/12/200 |
| (704) | | | | To: | | 41-658 SOUTH | | | | | | | | | |
| | 2.22 | 760 | • | From: | 10/ | 41-658 NORTH | | 00/ | _ | 0.402 | _ | 0.70 | 770 | 0 | 2002 |
| 704) | 3.23 | 760 | G | 96% | 1% | 2% 1% | 1% | 0% | F | 0.103 | F | 0.72 | 770 | G | 2003 |
| | 1.90 | 1800 | G | From: 96% | 1% | 41-706 2% 1% | 1% | 0% | С | 0.097 | F | 0.605 | 1800 | G | 2003 |
| 704) | 1.90 | 1000 | G | To: | 1 /0 | US 58 | 1 70 | 070 | C | 0.037 | ' | 0.000 | 1000 | U | 2003 |
| | | | | From: | | 41-706 | | | | | | | | | |
| 705) | 2.40 | 220 | R | | | | | | | NA | | | NA | | 08/12/200 |
| | | | | To: | | 41-704 | | | | | | | | | |
| \bigcirc | 0.50 | | | From: | | 41-658 | | | | | | | | | 00/40/00 |
| 706 | 0.50 | 290 | R | | | | | | | NA | | | NA | | 08/12/200 |
| | 0.00 | 440 | _ | From: | | 41-705 | | | | NIA. | | | NIA. | | 00/40/00 |
| 706) | 0.90 | 410 | R | | | | | | | NA | | | NA | | 08/12/200 |
| | 3.70 | 580 | R | From: | | 41-809 | | | | NA | | | NA | | 08/12/200 |
| 706 | 3.70 | 500 | K | To: | | 41-704 | | | | INA | | | INA | | 00/12/200 |
| | | | | From: | | 41-711 | | | | | | | | | |
| 707) | 0.60 | 270 | R | | | 11 /11 | | | | NA | | | NA | | 08/12/200 |
| | | | | From: | | 41-718 | | 1 | | | | | | | |
| 707) | 2.07 | 710 | R | rioiii. | | | | | | NA | | | NA | | 08/12/200 |
| <u> </u> | | | | To: | | 41-658 | | | | | | | | | |
| \bigcirc | 0.00 | 400 | _ | From: | | 41-658 | | | | | | | | | 00/40/00 |
| 708 | 0.08 | 400 | R | | | | | | | NA | | | NA | | 08/12/200 |
| | 2.00 | 400 | _ | From: | | 41-687 | | | | NIA | | | NIA | | 00/00/00/ |
| 708) | 2.80 | 400 | R | | | | | | | NA | | | NA | | 08/06/200 |
| | 1.00 | 610 | R | From: | | 41-809 | | | | NA | | | NA | | 08/06/200 |
| 708 | 1.00 | 010 | K | To: | | US 58 | | 1 | | INA | | | INA | | 00/00/200 |
| | | | | From: | | Dead End | | | | | | | | | |
| 709 | 0.80 | 30 | R | <u> </u> | | Doud End | | | | NA | | | NA | | 08/12/200 |
| | | | | To: | | 41-708 | | | | | | | | | |
| | | | | From: | | North Carolina State | Line | | | | | | | | |
| 710 | 2.10 | 80 | R | т | | 41.711 | | | | NA | | | NA | | 08/12/200 |
| | | | | To: | | 41-711 | | | | | | | | | |
| 744) | 3.83 | 390 | G | From: 97% | 0% | 41-699 2% 1% | 1% | 0% | F | 0.094 | F | 0.701 | 390 | G | 2003 |
| 711) | | | _ | | 0 /0 | | 1 /0 | U /0 | ' | J.UJ -1 | _ ' | 0.701 | | _ | |
| 711) | 4.10 | 540 | G | 97% | 0% | 41-655 2% 1% | 1% | 0% | С | 0.125 | F | 0.58 | 540 | G | 2003 |
| | T.10 | J-10 | _ | | J /0 | | 1 /0 | | _ | 0.120 | _ ' | | | _ | |
| (711) | 0.20 | 470 | G | 97% | 0% | 41-710 2% 1% | 1% | 0% | F | 0.111 | F | 0.527 | 470 | G | 2003 |
| (711) (711) (711) | J.20 | | | To: | - 70 | 41-707 | 1 70 | | | | | | | | |
| (711) | 2.79 | 370 | G | From: 97% | 0% | 2% 1% | 1% | 0% | F | 0.125 | F | 0.509 | 380 | G | 2003 |
| | | | • | To: | 3,0 | US 501 | . , • | - 70 | • | | • | | | • | |

| | | | | | Н | alifax Ma | untenand | e Area | | | | | | | | |
|--------------------|--------|------|----|--------------|-----|------------|-----------------|--------|--------|------|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | 3+Axle | | 2Trail | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | From: | | (| SR 119 | | | | | | | | | |
| (712) | 2.32 | 100 | R | | | | 11 50 5 | | | | NA | | | NA | | 08/12/2002 |
| | | | | To: From: | | | 41-696 | | 1 | | | | | | | |
| 713 | 0.70 | 60 | R | rioni. | | D | ead End | | | | NA | | | NA | | 08/12/2002 |
| 713 | | | | To: | | | 41-711 | | | | | | | | | |
| \bigcirc | | | | From: | | North Car | rolina State | Line | | | | | | | | |
| 714) | 1.30 | 580 | R | To: | | | 41-711 | | 1 | | NA | | | NA | | 08/12/2002 |
| | | | | From: | | | ead End | | | | | | | | | |
| (715) | 1.15 | 70 | R | | | | vaa 1311a | | | | NA | | | NA | | 1999 |
| | | | | To: From: | | | 360 EAST | | | | | | | | | |
| 715 | 0.50 | 80 | R | | | US. | 360 WEST | | | | NA | | | NA | | 1999 |
| | | | | To: | | | 41-716 | | | | | | | | | |
| | | | | From: | | | SR 129 | | | | | | | | | |
| 716 | 3.03 | 4600 | G | 96% | 0% | 2% | 1% | 1% | 0% | С | 0.093 | F | 0.589 | 4600 | G | 2003 |
| | 2.40 | F70 | | From: | 00/ | | 40/ | | 00/ | | 0.000 | | 0.502 | 500 | | 2002 |
| 716 | 2.49 | 570 | G | 90% | 0% | 3% | 4% | 2% | 0% | С | 0.092 | F | 0.593 | 580 | G | 2003 |
| | 2.20 | 330 | R | From: | | | 41-727 | | | | NA | | | NA | | 07/31/2002 |
| 716) | 2.20 | 330 | | To: | | | 41-726 | | | | 11/-1 | | | 14/3 | | 0170172002 |
| 716 | 5.10 | 30 | R | From: | | | 41-720 | | [| | NA | | | NA | | 07/31/2002 |
| (1.0) | | | | To: | | | SR 344 | | | | | | | | | |
| 716 | 4.15 | 280 | G | 95% | 0% | 1% | 2% | 2% | 0% | F | 0.11 | F | 0.7 | 280 | G | 2003 |
| | | | | To: From: | | | 41-803 | | | | | | | | | |
| 716 | 1.45 | 390 | G | 95% | 0% | 1% | 2% | 2% | 0% | F | 0.087 | F | 0.61 | 400 | G | 2003 |
| | | | | From: | | | 41-721 | | | | | | | | | |
| 716 | 1.78 | 600 | G | 95% | 0% | 1% | 2% | 2% | 0% | С | 0.099 | F | 0.508 | 600 | G | 2003 |
| | 0.95 | 650 | G | From: 95% | 0% | 2% | US 360 1% | 2% | 0% | С | 0 111 | F | 0.597 | 650 | G | 2003 |
| 716) | 0.95 | 650 | G | 95 76 To: | 0% | | L Clover | 270 | 0% | C | 0.111 | Г | 0.587 | 050 | G | 2003 |
| Town of Clover | | | | • | | | | | • | | | | | | | |
| | 0.47 | =10 | _ | From: | 00/ | | L Clover | 00/ | 00/ | | 0.007 | _ | 0.504 | 710 | _ | 2222 |
| 716 | 0.17 | 710 | G | 95% To: | 0% | 2% SR 9 | 1% 2; 41-100 | 2% | 0% | F | 0.097 | F | 0.581 | 710 | G | 2003 |
| Halifax County | | | | | | | , | | | | | | | | | |
| | | | | From: | | | 41-716 | | | | | | | | | |
| (717) | 0.25 | 40 | R | To: | | D | ead End | | | | NA | | | NA | | 07/31/2002 |
| | | | | From: | | | 41-707 | | | | | | | | | |
| 718) | 2.50 | 90 | R | <u> </u> | | | 11 707 | | | | NA | | | NA | | 08/12/2002 |
| | | | | To: | | | 41-658 | | | | | | | | | |
| \bigcirc | | | | From: | | , | SR 344 | | | | | | | | | |
| 719 | 3.70 | 50 | R | To: | | | 41-716 | | | | NA | | | NA | | 07/31/2002 |
| Town of Scottsburg | | | | | | | 11 /10 | | | | | | | | | |
| \bigcirc | | | _ | From: | | SR 3 | 44; 41-72 | 1 | | | | | | | | |
| (720) | 0.46 | 420 | R | To: | | FCI | Scottsburg | 7 | 1 | | NA | | | NA | | 07/29/2002 |
| Halifay County | | | | ı | | ECL | Scousbul | - | J | | | | | | | |
| Halifax County | | | | From: | | ECL | Scottsbur | 3 | | | | | | | | |
| (720) | 0.70 | 350 | R | | | | | | | | NA | | | NA | | 07/29/2002 |
| | | *** | | From: | | | 41-827 | | | | | | | | | 00/5 |
| 720 | 4.60 | 230 | R | To: | | | 41-721 | | 1 | | NA | | | NA | | 08/21/2002 |
| | | | | | | | 71-/41 | | | | | | | | | |

| | | | | | Halifax Maintenance Area | | | |
|--------------------|--------|------|----|--------------|--------------------------------|---|------------------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | OC OK | Dir AAWDT Factor | QW Year |
| Halifax County | | | | From: | 41-721 | ı | | |
| 720 | 0.70 | 140 | R | | 41-721 | I NA | NA | 07/29/2002 |
| $\overline{}$ | 4.40 | | | From: | 41-722 | <u> </u> | | 07/00/000 |
| 720 | 1.10 | 180 | R | To: | US 360; SR 92 | NA I | NA | 07/29/2002 |
| | | | | From: | US 360 | I | | |
| 721 | 0.25 | 220 | R | <u> </u> | | NA | NA | 07/29/2002 |
| (721) | 1.42 | 140 | R | From: | 0.25 MW US 360 | NA | NA | 07/29/2002 |
| (721) | 0.79 | 60 | R | From: | 41-722 | NA NA | NA | 07/29/2002 |
| | | | | To: | 41-720 | | | |
| (721) | 1.10 | 80 | R | Tioni. | | NA | NA | 07/29/2002 |
| | 0.60 | 80 | R | From: | 1.10 MW 41-720 | NA | NA | 07/29/2002 |
| 721) | 0.00 | 00 | K | To: | 41-716 |] | NA. | 0772972002 |
| | | | | From: | 41-721 | I | | |
| 722) | 1.10 | 40 | R | <u> </u> | 11 /21 | NA | NA | 07/29/2002 |
| () | | | | To: | 41-720 | | | |
| | | | | From: | Dead End | | | |
| (723) | 1.50 | 60 | R | | | NA | NA | 1999 |
| | | | | To- | 41-603 | | | |
| \bigcirc | | | | From: | SR 344 NORTH | | | |
| 724) | 0.15 | 100 | R | | | NA | NA | 07/31/2002 |
| _ | | | | To: From: | 41-878 |] | | |
| (724) | 1.54 | 70 | R | | | NA NA | NA | 10/06/2003 |
| | | | | To: | NCL Scottsburg | | | |
| Town of Scottsburg | | | | From: | Nor a | T | | |
| (704) | 0.36 | 60 | R | r tolli. | NCL Scottsburg | I NA | NA | 10/06/2003 |
| (724) | 0.50 | 00 | | | 0.04 (A O.D.) (A | 1 | TV/A | 10/00/2000 |
| | 0.17 | 50 | R | From: | 0.36 MS OF NCL | NA | NA | 07/31/2002 |
| (724) | 0.17 | 30 | K | To: | SR 344 S; 41-720 |] | INA | 0773172002 |
| H-lif Ct | | | | | 583116, 11 720 | I . | | |
| Halifax County | | | | From: | North Carolina State Line | | | |
| 725 | 0.29 | 140 | R | | | NA | NA | 08/14/2002 |
| | | | | To: | SR 96 | | | |
| | | | | From: | 41-716 | | | |
| (726) | 2.30 | 290 | R | | | NA NA | NA | 07/31/2002 |
| | | | | To: | SR 344 | | | |
| | | | | From: | Dead End | | | |
| (727) | 1.00 | 60 | R | To: | 41.717 | NA 1 | NA | 07/31/2002 |
| | | | | | 41-716 | 1 | | |
| | 0.45 | 47 | R | From: | Dead End | J NA | NA | 07/29/2002 |
| 728) | 0.43 | 71 | IX | To: | 41-642 |] | INA | 0112912002 |
| | | | | From: | 41-716; 41-1323 | : | | |
| 729 | 2.72 | 1600 | G | 97% | 1% 1% 0% 0% 0% | C 0.095 F | 0.660 1600 | G 2003 |
| | 1.00 | 100 | | From: | US 360 | NIA. | NIA | 4000 |
| 729 | 1.00 | 190 | R | To: | Dead End | NA I | NA | 1999 |
| | | | | From: | | ! | | |
| 700 | 4.48 | 330 | R | r tom. | US 58 EAST | J NA | NA | 1999 |
| 730 | 4.40 | 330 | ĸ | To: | US 58 WEST | INA | IVA | 1999 |
| | | | | | 05 30 WEST | l . | | - |

| | | | | | Ha | alifax Maintenanc | e Area | | | | | | | | |
|-------------------|--------|------|---|--------------|-----|----------------------|--------|----|----|-------------|----|---------------|-------|----|-------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | From: | | US 58 WEST | | 1 | | | | | | | |
| (730) | 0.16 | 90 | R | <u></u> | | US 36 WEST | | | | NA | | | NA | | 1999 |
| (730) | | | | To: | | 41-601 | | | | | | | | | |
| | | | | From: | | US 58 | | | | | | | | | |
| 731) | 0.30 | 30 | R | To: | | D IF I | | 1 | | NA | | | NA | | 08/13/2002 |
| | | | | From: | | Dead End 41-602 | | | | | | | | | |
| 732 | 3.60 | 390 | G | 95% | 1% | 3% 0% | 1% | 0% | С | 0.103 | F | 0.675 | 390 | G | 2003 |
| 102 | | | | To: | | US 58 | | | | | | | | | |
| | | | | From: | | 41-604 | | | | | | | | | |
| 733 | 1.80 | 50 | R | | | | | | | NA | | | NA | | 08/13/2002 |
| | | | | From: | | 41-602 | | | | | | | | | |
| 733 | 2.10 | 180 | R | To: | | 41-734 SOUTH | • | 1 | | NA | | | NA | | 08/13/2002 |
| | | | | From: | | 41-654; 41-734 1 | | | | | | | | | |
| (733) | 0.80 | 70 | R | _ | | | | | | NA | | | NA | | 08/13/2002 |
| | | | | To: | | 41-737 | | | | | | | | | |
| Town of Virgilina | | | | From: | | SR 49; SR 96 | | | | | | | | | |
| (734) | 0.56 | 1000 | G | 92% | 1% | 4% 0% | 2% | 0% | С | 0.101 | F | 0.651 | 1000 | G | 2003 |
| | | | | To: | | NCL Virgilina | | | | | | | | | |
| Halifax County | | | | From: | | NCI Virgilino | | ı | | | | | | | |
| (734) | 3.27 | 590 | G | 92% | 1% | NCL Virgilina 4% 0% | 2% | 0% | F | 0.108 | F | 0.552 | 600 | G | 2003 |
| (734) | | | | To | | 41-602 | | | | | | | | | |
| 734) | 0.17 | 300 | R | From: | | 11 002 | | | | NA | | | NA | | 08/13/2002 |
| | | | | To: From: | | 41-736 | | 1 | | | | | | | |
| 734) | 2.22 | 240 | R | rioiii. | | | | | | NA | | | NA | | 08/13/2002 |
| | | | | To: From: | | 41-733 SOUTH | | - | | | | | | | |
| 734) | 1.11 | 120 | R | | | | | | | NA | | | NA | | 08/13/2002 |
| · | | | | From: | | 41-601 | | | | | | | | | |
| (734) | 0.70 | 50 | R | | | | | | | NA | | | NA | | 08/13/2002 |
| | | | | To: | | Dead End | | | | | | | | | |
| (735) | 2.20 | 60 | R | From: | | 41-734 | | | | NA | | | NA | | 08/19/2002 |
| (733) | 2.20 | | • | To: | | 41-606 | | | | | | | | | 00/10/2002 |
| | | | | From: | | 41-737 | | | | | | | | | |
| 736 | 2.20 | 70 | R | | | | | | | NA | | | NA | | 08/13/2002 |
| | | | | To: | | 41-734 | | | | | | | | | |
| | 0.30 | 140 | R | From: | | 41-602 | | | | NA | | | NA | | 08/13/2002 |
| 737 | 0.50 | 140 | IX. | т., | | 41.506 | | | | INA | | | INA | | 00/13/2002 |
| 727) | 2.10 | 140 | R | From: | | 41-736 | | | | NA | | | NA | | 08/13/2002 |
| 737) | | | | To: | | 41-733 | | 1 | | | | | | | |
| 737 | 2.10 | 150 | R | From: | | 41-/33 | | | | NA | | | NA | | 08/13/2002 |
| (101) | | | | To: | | 41-601 | | | | | | | | | |
| | | | | From: | | North Carolina State | Line | | | | | | | | |
| 738 | 0.80 | 90 | R | | | | | | | NA | | | NA | | 08/14/2002 |
| | | .=- | | From: | | SR 96 | | | | | | | | | |
| 738) | 3.70 | 170 | R | _ | | | | | | NA | | | NA | | 08/14/2002 |
| | 0.70 | 200 | | From: | | 41-602 | | | | ALA | | | NI A | | 00/4/4/0000 |
| (738) | 0.79 | 200 | R | _ | | | | | | NA | | | NA | | 08/14/2002 |
| 700 | 3.82 | 180 | R | From: | | 41-953 | | | | NA | | | NA | | 08/14/2002 |
| (738) | 3.02 | 100 | ĸ | To: | | 41-658 | | | | INA | | | INA | | JUI 1412UUZ |
| | | | | | | | | | | | | | | | |

| | | | | | | | ritoriario | | | | | | | | | |
|-------------------|--------|------|-----|--------------|-----|------------|---------------|------|----|---|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | | | | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | From: | | 1 | 1-621 | | | | | | | | | |
| (739) | 2.81 | 110 | R | | | - 4 | 1-021 | | | | NA | | | NA | | 07/24/2002 |
| | | | | To | | 4 | 1-603 | | | | | | | | | |
| \bigcirc | | | _ | From: | | North Card | olina State | Line | | | | | | | | |
| 740 | 0.56 | 230 | R | | | | | | | | NA | | | NA | | 1999 |
| | 0.00 | 200 | | From: | | 4 | 1-862 | | | | NIA | | | NIA | | 4000 |
| 740 | 0.26 | 290 | R | | | | | | | | NA | | | NA | | 1999 |
| | 1.55 | 220 | R | From: | | S | SR 96 | | | | NA | | | NA | | 1999 |
| (740) (740) | 1.55 | 220 | IX. | т | | | 1.062 | | | | INA | | | INA | | 1999 |
| 740 | 2.75 | 140 | R | From: | | 4 | 1-863 | | | | NA | | | NA | | 1999 |
| (740) | 2.70 | | | To: | | 4 | 1-602 | | | | | | | | | 1000 |
| | | | | From: | | 4 | 1-602 | | | | | | | | | |
| 741) | 4.22 | 230 | R | | | | | | | | NA | | | NA | | 08/19/2002 |
| | | | | To: From: | | 41-6 | 58 EAST | | | | | | | | | |
| (741) | 0.20 | 730 | G | 96% | 1% | 2% | 0% | 1% | 0% | С | 0.092 | F | 0.648 | 730 | G | 2003 |
| | | | | To: From: | | 41-63 | 58 WEST | | • | | | | | | | |
| (741) | 0.22 | 480 | R | т | | | . = | | | | NA | | | NA | | 08/19/2002 |
| | | | | To: | | | 1-744 | | | | | | | | | |
| 740 | 1.29 | 570 | R | From: | | US 5 | 8 WEST | | | | NA | | | NA | | 08/13/2002 |
| 742 | 1.23 | 3/0 | | Tar | | | 1 742 | | | | IVA | | | INA | | 00/10/2002 |
| 742) | 0.90 | 180 | R | From: | | 4 | 1-743 | | | | NA | | | NA | | 08/13/2002 |
| 742) | 0.00 | | | To: | | US 5 | 8 EAST | | ĺ | | | | | | | 00/10/200 |
| | | | | From: | | 4 | 1-744 | | | | | | | | | |
| 743) | 2.20 | 260 | R | _ | | | | | | | NA | | | NA | | 1999 |
| | | | | To: | | 4 | 1-742 | | | | | | | | | |
| \bigcirc | 0.00 | 00 | _ | From: | | De | ad End | | | | N.1.A | | | NIA | | 4000 |
| 744) | 0.86 | 60 | R | | | | | | | | NA | | | NA | | 1999 |
| | 0.04 | 70 | R | From: | | 0.86 M | N Dead Er | d | | | NΙΛ | | | NΙΔ | | 1999 |
| 744) | 0.04 | 70 | K | . — | | | | | | | NA | | | NA | | 1999 |
| 744 | 2.71 | 230 | R | From: | | | SR 96 | | | | NA | | | NA | | 1999 |
| 744) | 2.71 | 230 | IX | т | | | 1 602 | | | | INA | | | INA | | 1999 |
| 744 | 3.71 | 550 | G | From: 95% | 1% | 3% | 1-602 0% | 0% | 0% | F | 0.078 | F | 0.522 | 560 | G | 2003 |
| (744) | 0.7 1 | 000 | Ū | To: | 170 | | 8 NORTH | 0 70 | | • | 0.070 | • | 0.022 | 000 | Ü | 2000 |
| (744) | 3.34 | 1400 | G | 95% | 1% | 3% | 0% | 0% | 0% | С | 0.094 | F | 0.5 | 1400 | G | 2003 |
| 744) | | | | To | | | S 501 | | | | | | | | | |
| 744) | 0.13 | 170 | R | From: | | | 5 501 | | j | | NA | | | NA | | 08/21/2002 |
| | | | | To: | | 4 | -1405 | | 1 | | | | | | | |
| 744) | 0.41 | 330 | R | From: | | | 1100 | | | | NA | | | NA | | 08/21/2002 |
| | | | | To: | | J | JS 58 | | | | | | | | | |
| \sim | | | | From: | | 4 | 1-658 | | | | | | | | | |
| 745) | 1.20 | 310 | R | To: | | - 4 | 1 744 | | | | NA | | | NA | | 08/14/2002 |
| | | | | | | 4 | 1-744 | | | | | | | | | |
| Town of Clover | | | | From: | | SR 92 | 2; 41-1001 | | 1 | | | | | | | |
| 746) | 0.48 | 1100 | G | 96% | 1% | 1% | 1% | 1% | 0% | С | 0.085 | F | 0.505 | 1100 | G | 2003 |
| | | | | To: | | WC | L Clover | | | | | | | | | |
| Halifax County | | | | From: | | WO | L Clover | | Т | | | | | | | |
| (746) | 4.15 | 690 | G | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.081 | F | 0.570 | 690 | G | 2003 |
| (1 70) | - | | - | To: | | | 1-603 | - | | | - | | - | | - | |

| | | | | | H | alifax M | aintenand | ce Area | | | | | | | | |
|----------------|--------|------|----|--------------|-----|----------|--------------|---------------|--------|----|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tr | uck 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | From: | | | 41-603 | | 1 | | | | | | | |
| 746 | 3.92 | 700 | G | 92% | 0% | 2% | 1% | 4% | 0% | С | 0.097 | F | 0.578 | 700 | G | 2003 |
| (746) | 0.38 | 710 | G | From: 96% | 1% | 1% | 41-616 1% | 1% | 0% | F | 0.081 | F | 0.613 | 720 | G | 2003 |
| 746) | | | | To | .,, | | tte County | | | | | | | | | |
| | | | | From: | | U | S 58 EAST | | | | | | | | | |
| 747) | 1.06 | 130 | R | | | | | | | | NA | | | NA | | 1999 |
| (747) | 2.10 | 70 | R | From: | | US | S 58 WEST | | | | NA | | | NA | | 1999 |
| | | | | To: | |] | Dead End | | | | | | | | | |
| \bigcirc | | | | From: | | | 41-603 | | | | | | | | | |
| 748 | 2.50 | 190 | R | To: | | | 41-644 | | | | NA | | | NA | | 07/22/200 |
| | | | | From: | | | | | | | | | | | | |
| 740 | 1.20 | 160 | R | FIOIII. | | | Dead End | | | | NA | | | NA | | 1999 |
| 749 | 1.20 | 100 | 1 | To: | | | SR 360 | | | | IVA | | | INA | | 1999 |
| | | | | From: | | | SR 360 | | 1 | | | | | | | |
| 750 | 0.90 | 70 | R | <u> </u> | | | SIC 300 | | | | NA | | | NA | | 1999 |
| (130) | | - | | To | |] | Dead End | | | | | | | | | |
| | | | | From: | | | 41-699 | | 1 | | | | | | | |
| 751) | 1.80 | 260 | R | | | | | | | | NA | | | NA | | 1999 |
| | | | | To: | | | US 58 | | | | | | | | | |
| (751) | 0.45 | 250 | R | From: | | | | | | | NA | | | NA | | 08/06/200 |
| | | | | To | | | 41-798 | | | | | | | | | |
| (751) | 2.95 | 80 | R | From: | | | 41-770 | | | | NA | | | NA | | 08/06/200 |
| | | | | To | | | 41-692 | | | | | | | | | |
| (751) | 0.80 | 200 | R | From: | | | 41-092 | | | | NA | | | NA | | 08/06/2002 |
| (731) | | | | To: | | | 41-658 | |] | | | | | | | |
| | | | | From: | | | Dead End | | | | | | | | | |
| (752) | 1.10 | 30 | R | | | | | | | | NA | | | NA | | 08/06/200 |
| | | | | To: | | | 41-751 | | | | | | | | | |
| | | | | From: | | | 41-667 | |] | | | | | | | |
| (753) | 2.60 | 230 | R | | | | | | | | NA | | | NA | | 07/24/200 |
| | | | | To: From: | | | 41-899 | | | | | | | | | |
| (753) | 2.00 | 330 | R | | | | | | | | NA | | | NA | | 07/24/200 |
| | | | | To: | | | 41-832 | | | | | | | | | |
| | 0.05 | | _ | From: | | | 41-644 | | | | | | | | | 07/00/000 |
| 754 | 0.65 | 50 | R | To: | | | Dead End | | | | NA | | | NA | | 07/22/2002 |
| | | | | From: | | | | | | | | | | | | |
| (TEE) | 0.20 | 160 | R | From: | | | 41-643 | | | | NA | | | NA | | 1999 |
| 755) | 0.20 | 100 | 1 | To: | | | US 501 | | | | INA | | | INA | | 1999 |
| | | | | From: | | | 41-832 | | 1 | | | | | | | |
| 756 | 0.55 | 70 | R | <u> </u> | | | 41-032 | | | | NA | | | NA | | 1999 |
| (730) | | - | | To | | | 41-882 | | | | | | | | | |
| (756) | 0.25 | 70 | R | From: | | | 41-002 | | | | NA | | | NA | | 1999 |
| 756 | | | | To | | | 41-675 | | [| | | | | | | |
| | | | | From: | | | Dead End | | 1 | | | | | · · | | · · |
| 757 | 1.70 | 100 | R | <u> </u> | | | | | | | NA | | | NA | | 07/24/2002 |
| | | | | To | | | 41-786 | | | | | | | | | |
| (757) | 0.30 | 200 | R | From: | | | 700 | | | | NA | | | NA | | 07/24/2002 |
| | | | | To | | | 41-603 | | | | | | | | | |
| | | | | From: | |] | Dead End | | | | | | | | | |
| 758 | 0.50 | 50 | R | _ | | | | | | | NA | | | NA | | 07/21/2002 |
| | | | | To: | | | 41-623 | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | Halliax Mairiteriance Area | | | | |
|--|--------|------|-----|----------|--------------------------------|----------|------------------|---------|-----------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | ()(: | QK Dir Factor | AAWDT Q | W Year |
| Halifax County | | | | From: | US 501 | 1 | | | |
| 759 | 1.68 | 80 | R | | 05 301 | NA NA | | NA | 1999 |
| | | | | To | Dead End | 1 | | | |
| <u> </u> | | | | From: | SR 360 | | | | |
| 760 | 0.50 | 45 | R | . — | | NA | | NA | 1999 |
| | | | | To: | Dead End | <u> </u> | | | |
| | 1.40 | 50 | R | From: | 41-621 | J NA | | NA | 07/22/200 |
| 761 | 1.40 | 30 | K | - | | 10/4 | | INA | 011221200 |
| | 0.60 | 110 | R | From: | 41-851 | NA | | NA | 1999 |
| 761) | 0.00 | 110 | IX | To: | US 501 | 1 '\^ | | INA | 1999 |
| | | | | From: | SR 96 WEST | 1 | | | |
| 762 | 0.30 | 120 | R | | 25570225 | NA | | NA | 1999 |
| | | | | To: | 41-886 | 1 | | | |
| 762 | 0.30 | 60 | R | From: | | NA | | NA | 1999 |
| | | | | To: | SR 96 EAST | 1 | | | |
| <u> </u> | | | | From: | 41-677 | J | | | |
| 763) | 0.70 | 60 | R | _ | | NA | | NA | 1999 |
| | | | | Tn· | Dead End | | | | |
| | ٥.55 | 00 | _ | From: | North Carolina State Line |] | | NIA | 4000 |
| 764) | 0.55 | 80 | R | To: | 41-693 | NA 1 | | NA | 1999 |
| | | | | From: | Dead End | <u> </u> | | | |
| 765 | 1.19 | 60 | R | | Dead End | NA | | NA | 07/24/20 |
| 765 | | | ••• | To | 1 10 MF D J F J | 1 | | | 0.72.72 |
| 765 | 1.00 | 190 | R | From: | 1.19 ME Dead End | NA | | NA | 07/24/20 |
| 765) | 1.00 | 100 | | To: | 41-603 | 1 | | 100 | 01721720 |
| | | | | From: | Dead End | | | | |
| 766 | 1.10 | 90 | R | - | | NA | | NA | 07/22/20 |
| | | | | To: | 41-667 | | | | |
| | | | | From: | Dead End | | | | |
| 767) | 0.55 | 160 | R | т | gp | NA | | NA | 1999 |
| | | | | To: | SR 119 | | | | |
| | 0.75 | 70 | R | From: | Dead End | J NA | | NA | 1999 |
| 768) | 0.73 | 70 | IX | To: | 41-711 | 1 | | INA | 1999 |
| | | | | From: | Dead End | <u> </u> | | | |
| 769 | 1.10 | 60 | R | <u> </u> | | NA | | NA | 1999 |
| | | | | To: | 41-751 | 1 | | | |
| | | | | From: | Dead End | | | | |
| 770 | 1.20 | 120 | R | | | NA | | NA | 07/31/200 |
| | | | | To: | 41-676 | | | | |
| \bigcirc | 0.00 | 400 | _ | From: | Dead End |] | | NIA | 07/04/00/ |
| 771) | 0.80 | 130 | R | To: | 41-683; 41-685 | NA 1 | | NA | 07/31/200 |
| | | | | From: | 41-641 | | | | |
| 772 | 1.15 | 70 | R | <u> </u> | 41-041 | J NA | | NA | 07/29/20 |
| ······································ | | | | To: | Dead End | 1 | | | |
| | | | | From: | 41-658 |] | | | |
| 773) | 1.17 | 70 | R | | | NA | | NA | 1999 |
| | | | | To | Dead End | <u> </u> | | | |
| | | _ | | From: | Dead End | j | | | |
| 774 | 0.80 | 80 | R | т | 41.77 | NA 1 | | NA | 07/22/200 |
| | | | | To: | 41-667 | I | | | |

| | | | | | Halifax Mainter | lance Area | | | | | | | | |
|----------------|--------|------|---|--------------|-----------------|----------------------|--------|--------------|---------------------------------------|----|---------------|--|-----------|-------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+/ | Truck Axle 1Trail | 2Trail | QC Fa | K actor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | From: | US 50 | 1 | Ī | | | | | | | |
| (775) | 1.39 | 470 | R | _ | | | | 1 | NΑ | | | NA | | 08/14/2002 |
| | | | | To- | 41-65 | | | | | | | | | |
| (776) | 2.65 | 40 | R | From: | 41-73 | 1 | | | NΑ | | | NA | | 08/19/200 |
| 776 | 2.00 | 40 | • | To: | 41-73 | 4 | | | 1/ \ | | | 147. | | 00/10/200 |
| _ | | | | From: | SR 40 |) | | | | | | | | |
| (777) | 1.30 | 90 | R | . — | | | | 1 | NΑ | | | NA | | 07/22/200 |
| | | | | To: From: | Dead E | | | | | | | | | |
| 778 | 4.80 | 220 | R | From: | 41-74 | 5 | | | NΑ | | | NA | | 1999 |
| (116) | 1.00 | | • | To: | 41-60 | 0 | | | ., . | | | | | 1000 |
| | | | | From: | 41-69 | 7 | | | | | | NA 08/14/200 NA 08/19/200 NA 07/22/200 NA 1999 NA 1999 NA 1999 NA 1999 NA 1999 NA 1999 | | |
| 779 | 0.80 | 120 | R | _ | | | | 1 | NΑ | | | NA | | 1999 |
| | | | | To: | US 58 | | | | NA O | | | | | |
| 780) 1.00 | 1 00 | 60 | R | From: | Dead E | nd | | | NΔ | | | NΙΔ | | 1000 |
| 780 | 1.00 | 00 | | To: | 41.74 | | 1 | . | •/~ | | | 14/5 | | 1000 |
| 780 | 1.40 | 90 | R | From: | 41-74 | 3 | | 1 | NA | | | NA | | 1999 |
| (100) | | | | To: | 41-61 | 6 | | | | | | | | |
| | | | | From: | Dead E | nd | | | | | | | | |
| (781) | 1.75 | 110 | R | | | | | 1 | NΑ | | | NA | | 1999 |
| | | | | To: From: | 41-67 | | | | | | | | | |
| 782) | 2.25 | 40 | R | rioin. | SR 34 | 4 | | | NΑ | | | NA | | 08/21/200 |
| | | | | To- | Dead E | nd | | | | | | | | 00/2 // 200 |
| | | | | From: | US 50 | 1 | | | | | | | G | |
| 1.3 | 1.30 | 1300 | G | 98% | 0% 1% 1 | | 0% | C 0. | 880 | F | 0.517 | 1300 | G | 2003 |
| | | | | To: | 41-65 | | | | | | | | G | |
| (794) | 1.70 | 30 | R | From: | 41-62 | 5 | | | NΑ | | | NA | 07/22/: | 07/22/200 |
| 784) | | | • | To: | Dead E | nd | | | •, • | | | | | 017227200 |
| | | | | From: | 41-62 | 6 | | | | | | | | |
| 785 | 0.32 | 45 | R | | | | | NA | NΑ | | NA | NA | | 1999 |
| | | | | To: | Dead E | | | | | | | | | |
| (786) | 1.20 | 120 | R | From: | 41-64 | -) | | NA | | | NΔ | | 07/22/200 | |
| (786) | 1.20 | 120 | • | To: | 41-75 | 7 | | | •/ ` | | | 107 | | 011221200 |
| | | | | From: | 41-70 | 3 | | | | | | | | |
| 787 | 0.65 | 100 | R | | | | | 1 | NΑ | | | NA | | 08/06/200 |
| | | | | To- | Dead E | | | | | | | | | |
| | 0.40 | 50 | R | From: | Dead E | nd | | | NA | | | NΙΔ | | 10/06/200 |
| 788 | 0.40 | 50 | K | To: | 41-71 | 1 | | | NA | | | INA | | 10/00/200 |
| | | | | From: | 41-74 | 6 | 1 | | | | | | | |
| 789 | 1.00 | 120 | R | | | | | 1 | NΑ | | | NA | | 1999 |
| | | | | To: | Dead E | | | | | | | | | |
| | 1.30 | E0 | R | From: | Dead E | nd | | | | _ | | NIA | _ | 1000 |
| 790 | 1.30 | 50 | ĸ | To: | 41-60 | 9 | | r | NΑ | | | NA | | 1999 |
| | | | | From: | 41-83. | | | | | | | | | |
| 791) | 0.39 | 200 | R | <u> </u> | 11-03. | | | 1 | NΑ | | | NA | | 1999 |
| | | | | To: From: | 41-84 | 0 |] | | | | | | | |
| 791) | 0.60 | 140 | R | | | | | 1 | NΑ | | | NA | | 1999 |
| | | | | To: | 0.60 ME 4 | 1-840 | | | | | | | | |

| | | | | | Halifax Maintenance Area | | | | |
|----------------|--------|------|-------|--------------|--------------------------------|------------------|------------------|--|-----------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | - QC K Factor | QK Dir Factor | AAWDT | QW Year |
| Halifax County | | | | From: | 0.60 ME 41-840 | | | | |
| (791) | 0.60 | 100 | R | _ | | NA | | NA | 1999 |
| | | | | To: | Dead End | | | | |
| (702) | 1.95 | 240 | R | From: | 41-658 | l NA | | NA | 08/06/200 |
| 792 | 1.00 | 2-10 | | To: | Dead End | 100 | | 147. | 00/00/200 |
| | | | | From: | SR 360 | | | | |
| 793 | 0.44 | 50 | R | | | NA | | NA | 1999 |
| | | | | From: | 0.44 MS SR 360 | | | | |
| 793) | 0.36 | 50 | R | To: | Dead End | NA I | | NA | 1999 |
| | | | | From: | 41-733 | | | NA 08 NA 07 NA 08 | |
| 794) | 1.00 | 290 | R | | 41-733 | l NA | | NA | 08/13/200 |
| | | | | To: | 41-601 | | | | |
| | | | | From: | Dead End | | | | |
| 795) | 1.40 | 330 | R | To: | 110 501 | NA I | | NA | 07/24/200 |
| | | | | From: | US 501 | | | | |
| 796) | 1.50 | 130 | R | r rom. | North Carolina State Line | l NA | | NA | 08/12/200 |
| (130) | | | | To: | 41-711 | | | | |
| | | | | From: | 41-711 | | | | |
| 797 | 2.70 | 320 | R | | | NA | | NA | 08/12/200 |
| | | | | To: From: | 41-658 | | | | |
| 798) 0.9 | 0.90 | 80 | R | From: | Dead End | l NA | | NA | 08/06/200 |
| | 0.00 | | • • • | To | 41-751 | | | | 00/00/200 |
| _ | | | | From: | Dead End | | | | |
| 0.40 | 0.40 | 120 | R | | | NA | | NA | 07/24/200 |
| | | | | To: | 41-649 | | | | |
| | 0.50 | 70 | R | From: | Dead End | l NA | | NΔ | 07/24/200 |
| 800 | 0.00 | | | To: | 41-607 | 1471 | | 147. | 011241200 |
| | | | | From: | 41-729 | | | | |
| 802 | 0.40 | 140 | R | | | NA | | NA | 08/06/200 |
| <u> </u> | | | | From: | 41-1301 | | | | |
| 802) | 0.75 | 60 | R | To: | D. IE I | NA I | | NA | 10/06/200 |
| | | | | From: | Dead End | | | | |
| 803 | 2.30 | 80 | R | . rout. | 41-716 | l NA | | NA | 07/31/200 |
| 000) | | | | To: | Dead End | | | | |
| | | | | From: | Dead End | | | | |
| 804) | 0.50 | 110 | R | | | NA | | NA | 07/24/200 |
| | | | | To: | 41-642 | | | | |
| | 0.30 | 50 | R | From: | 41-601 | l NA | | NA | 08/06/200 |
| 805 | 0.00 | | | To | Dead End | | | | 00/00/200 |
| | | | | From: | Dead End | | | | |
| 806 | 0.31 | 40 | R | | | NA | | NA | 08/06/200 |
| | | | | To: | 41-716 | | | | |
| (O) | 0.80 | 60 | R | From: | Dead End | NA NA | | NΙΔ | 07/31/200 |
| 807) | 0.00 | OU | ĸ | To: | 41-664; 41-675 | INA | | INA | 011311200 |
| | | | | From: | Dead End | | | | |
| 808) | 0.52 | 60 | R | | | NA | | NA | 1999 |
| $\overline{}$ | | | | To: | 41-941 | | | | |

| | | | | | Halifax Maintenance Area | | | |
|----------------|--------|------------|-------|---------|--------------------------------|----------------------|------------------------------|-----------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | K Di I Cactor Pac | $\Delta \Delta M / M = 0.00$ | V Year |
| Halifax County | | | | From: | 41-941 | i | | |
| 808) | 0.48 | 60 | R | | | NA | NA | 1999 |
| | | | | To- | SR 40 | | | |
| \bigcirc | | | | From: | 41-706 |] | | |
| 809 | 1.90 | 120 | R | To: | 41.700 | NA 1 | NA | 08/06/200 |
| | | | | From: | 41-708 | | | |
| (810) | 0.70 | 190 | R | 110.11. | Dead End | J NA | NA | 08/06/200 |
| 810) | 00 | | | To: | 41-689 | 1 | | 00/00/200 |
| | | | | From: | 41-646 | | | |
| 811) | 0.90 | 60 | R | | | NA | NA | 1999 |
| | | | | To: | Dead End | | | |
| \bigcirc | | | | From: | 41-832 |] | | |
| 812 | 0.20 | 80 | R | | | NA | NA | 1999 |
| | 0.04 | | | From: | 0.20 MN 41-832 |] | | |
| 812 | 0.01 | 60 | R | To: | David Ford | NA T | NA | 1999 |
| | | | | From: | Dead End | 1 | | |
| 813) | 0.20 | 20 | R | FIOIII. | Dead End | J NA | NA | 08/19/200 |
| 813) | 0.20 | 20 | 1 | To: | SR 360 | 1 | INA | 00/13/200 |
| | | | | From: | Dead End | | | |
| 814) | 0.80 | 50 | R | | 2300 2000 | NA | NA | 07/29/200 |
| | | | | To: | 0.80 MN Dead End |] | | |
| 814) | 0.50 | 80 | R | From: | 0.00 MT (Bead End | NA | NA | 07/29/200 |
| | | | | To: | 41-643; 41-826 | 1 | | |
| | | | | From: | 41-640 | | | |
| 0.15 | 0.15 | 20 | R | | | - NA | NA | 07/22/200 |
| | | | | To: | Dead End | | | |
| | 0.00 | 00 | _ | From: | Dead End |] | NIA | 07/04/00/ |
| 816) | 0.80 | 30 | R | To: | 41-607 | NA 1 | NA | 07/24/200 |
| | | | | From: | | | NA NA NA | |
| 817) | 0.70 | 190 | R | | Dead End | I NA | NA | 08/14/200 |
| 011) | 00 | | | To: | 41-658 | 1 | | 00/11/20 |
| | | | | From: | 41-746 | | | |
| 818) | 0.50 | 30 | R | | | NA | NA | 07/24/200 |
| | | | | To: | Dead End | | | |
| | | | | From: | SR 40 | | | |
| 819 | 1.00 | 30 | R | To: | Dead End | NA 1 | NA | 07/22/200 |
| | | | | From: | | 1 | | |
| 920 | 2.60 | 40 | R | rioni. | Pittsylvania County Line | J NA | NA | 08/06/200 |
| 820 | 2.00 | | •• | То: | 41-659 | 1 | | 00/00/20 |
| | | | | From: | Dead End | | | |
| 821) | 0.60 | 110 | R | | | NA | NA | 08/19/200 |
| | | | | To- | US 360; 41-716 | | | |
| | | | | From: | SR 40 | | | |
| 822 | 0.38 | 70 | R | | | NA T | NA | 07/22/200 |
| | | | | То: | Dead End | | | |
| | 0.04 | 5 0 | _ | From- | SR 49 WEST | J NIA | NIA | 00/40/00 |
| 824 | 0.91 | 50 | R | To: | SR 49 EAST | NA 1 | NA | 08/19/200 |
| | | | | From: | Dead End | 1 | | |
| 825) | 0.70 | 50 | R | | Dead End | J NA | NA | 08/12/200 |
| 023 | 5.70 | | • • • | To: | 41-655 | 1 '*' | 147. | 55,12,200 |
| | | | | ı | 71-033 | <u> </u> | | |

| | | | | | Halifax Maintenance Area TruckBus 20 year 2 Aylor 1 Trail 2 Trail | K | Dir | | |
|----------------|----------|------|----|-------|--|-----------|-----------|----------|-----------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | QC Ractor | QK Factor | AAWDT | QW Year |
| Halifax County | | | | From: | Dead End | | | | |
| 826) | 0.80 | 90 | R | | | NA | | NA | 07/29/200 |
| | | | | Tn· | 41-643; 41-814 | | | | |
| (927) | 1.50 | 110 | R | From: | SR 344 | NA | | NA | 07/31/200 |
| 827 | 1.50 | 110 | | To: | 41-720 | 14/4 | | IVA | 077017200 |
| | | | | From: | Dead End | | | | |
| 828 | 0.70 | 70 | R | To: | 11.650 | NA | | NA | 07/31/200 |
| | | | | From: | 41-659 | | | | |
| 829 | 0.30 | 60 | R | | Dead End | NA | | NA | 08/12/200 |
| 020) | | | | To- | 41-693 | | | | |
| 829 | 0.71 | 220 | R | From: | | NA | | NA | 1999 |
| | <u>/</u> | | | To: | SR 119 | | | | |
| \bigcirc | 0.40 | 40 | - | From: | Dead End | N1A | | NIA | 00/44/000 |
| 830 | 0.40 | 10 | R | To: | US 501 | NA | | NA | 08/14/200 |
| _ | | | | From: | 41-615 | | | | |
| (831) | 0.50 | 90 | R | | 12 000 | NA | | NA | 07/29/200 |
| | | | | To: | Dead End | | | | |
| \bigcirc | 0.20 | 450 | | From: | 41-642 | NIA | | NA NA | 07/04/000 |
| 833 | 0.38 | 150 | R | To: | Dead End | NA | | NA | 07/24/200 |
| | | | | From: | Dead End | | | | |
| 834) | 0.63 | 80 | R | | Bead End | NA | | NA | 07/22/200 |
| | | | | To: | 41-632 | | | | |
| \bigcirc | 4.00 | | | From: | 41-753 | | | | 07/04/000 |
| 835 | 1.00 | 30 | R | To: | Dead End | NA | | NA | 07/24/200 |
| | | | | From: | US 58 | | | | |
| 836) | 1.00 | 48 | R | | 05.00 | NA | | NA | 08/06/200 |
| | | | | To: | Dead End | | | | |
| \bigcirc | 4.00 | 040 | - | From: | 41-681 | N1A | | NIA | 07/00/000 |
| 837 | 1.00 | 210 | R | To: | Dead End | NA | | NA | 07/29/200 |
| _ | | | | From: | 41-748 | | | | |
| 838) | 0.75 | 60 | R | | 12 7 10 | NA | | NA | 12/04/200 |
| | | | | To: | Dead End | | | | |
| \bigcirc | 0.50 | | _ | From: | 41-645 | NIA | | NIA | 07/00/000 |
| 839 | 0.50 | 90 | R | To: | Dead End | NA | | NA | 07/22/200 |
| _ | | | | From: | Dead End | | | | |
| 840 | 0.70 | 70 | R | | | NA | | NA | 1999 |
| | | | | To: | 41-791 | | | | |
| \bigcirc | 0.00 | 20 | | From: | 41-746 | N1.A | | NIA | 07/04/000 |
| 841) | 0.80 | 60 | R | To: | Dead End | NA | | NA | 07/31/200 |
| | | | | From: | Dead End | | | | |
| 842 | 0.25 | 90 | R | | *************************************** | NA | | NA | 07/29/200 |
| | | | | To: | 41-610 | | | | |
| | | | _ | From: | US 501 | | | | , |
| 843) | 0.52 | 80 | R | To | Dead End | NA | | NA | 1999 |
| | | | | From: | 41-832 | | | | |
| 844) | 0.60 | 40 | R | | TI-0J2 | NA | | NA | 07/24/200 |
| | | | | To: | Dead End | | | | |

| | | | | | Halliax Maillellance Area | | | | | | |
|----------------|--------|------|-----|--------------|---|------------|------|------------------|--|------------|--|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | 2Trail | QC K | QK Dir Factor | AAWDT | QW Year | |
| Halifax County | | | | From: | | 1 | | | | | |
| 845) | 0.30 | 40 | R | | Dead End | | NA | | NA | 07/24/200 | |
| 049 | | | | To | 41-832 | | | | | | |
| | | | | From: | Dead End | | | | | | |
| 846) | 1.00 | 10 | R | . — | | | NA | | NA | 07/24/200 | |
| | | | | To: | 41-621 | | | | | | |
| 047 | 0.06 | 470 | R | From: | US 501 | | NA | | NA N | 1993 | |
| 847) | 0.00 | 470 | | To: | 41-1313 | | 14/3 | | IVA | 1555 | |
| | | | | From: | Dead End | | | | | | |
| 848) | 0.63 | 80 | R | | | | NA | | NA | 07/31/200 | |
| | | | | To: | 41-682 | | | | | | |
| \bigcirc | | | | From: | Dead End | | | | | | |
| 849 | 0.30 | 30 | R | To: | 41-662 | | NA | | NA | 07/31/200 | |
| | | | | From: | | | | | NA 07 NA 07 NA 07 NA 07 NA 08 NA 08 | | |
| (OEO) | 0.62 | 40 | R | 110111 | Dead End | | NA | | NA | 08/12/200 | |
| 850 | 0.02 | | | To: | 41-711 | | 101 | | 101 | 00/12/200/ | |
| | | | | From: | US 501 | | | | NΔ | | |
| 851 | 0.22 | 50 | R | | | | NA | | NA | 07/22/200 | |
| | | | | To: | 41-761 | | | | | | |
| \bigcirc | | | | From: | 41-744 | | | | | 00/10/000 | |
| 852 | 0.82 | 100 | R | To: | Dead End | | NA | | NA | 08/19/2002 | |
| | | | | From: | | | | | | | |
| (052) | 0.50 | 80 | R | | US 58 | | NA | | NA | 1999 | |
| 853 | 0.00 | 00 | ••• | To | Dead End | | 101 | | 10.0 | 1000 | |
| | | | | From: | Dead End | | | | | | |
| 854) | 0.15 | 60 | R | - | | | NA | | NA | 1999 | |
| | | | | | From: | 41-1410 | | | | | |
| 854) | 0.09 | 70 | R | rioin. | | | NA | | NA | 1999 | |
| | | | | To: From: | Dead End; Gap Terminus US 360; Gap Terminus | | | | | | |
| (854) | 1.20 | 390 | R | | OS 300, Cap Terminus | | NA | | NA | 08/21/2002 | |
| 004) | | | | To: | 41-716 | | | | | | |
| | | | | From: | 41-600 | | | | | | |
| (855) | 0.28 | 40 | R | _ | | | NA | | NA | 07/31/2002 | |
| | | | | To: | Dead End | | | | | | |
| | 0.00 | 00 | _ | From: | 41-624 | | NIA | | NIA | 07/00/000 | |
| 856 | 0.60 | 30 | R | To: | Dead End | | NA | | NA | 07/22/2002 | |
| | | | | From: | US 58 Begin Loop | | | | | | |
| 857 | 0.33 | 200 | R | | OS 38 Begin Loop | | NA | | NA | 08/14/2002 | |
| (607) | | | | To: | End Loop | | | | | | |
| | | | | From: | Dead End | | | | | | |
| 858 | 0.45 | 47 | R | | | | NA | | NA | 08/14/2002 | |
| | | | | To: | 41-745 | | | | | | |
| \bigcirc | 0.60 | 250 | Б. | From: | 41-659 | | NIA | | NIA | 1006 | |
| 859 | 0.60 | 250 | R | To: | Dead End | | NA | | NA | 1986 | |
| | | | | From: | Dead End | | | | | | |
| 860 | 0.50 | 80 | R | | Dead Lift | | NA | | NA | 07/31/2002 | |
| | | | | To: | 41-659 | | | | <u>-</u> | | |
| | | | | From: | Dead End | | | | <u> </u> | | |
| 861) | 0.80 | 60 | R | | | | NA | | NA | 07/24/2002 | |
| 01) | | | | To: | 41-616 | | | | | | |

| Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | C K QK Factor F | Dir AAWDT QW | / Year |
|--------|--|---|---|--------------------------------|--|--|-----------|
| | | | From: | SR 96 | | | |
| 0.54 | 20 | R | | | NA | NA | 08/14/200 |
| | | | To: | | | | |
| 0.40 | 40 | В | From: | Dead End | <u> </u> | NΙΔ | 08/14/200 |
| 0.46 | 40 | ĸ | To: | 41-740 |] | INA | 06/14/200 |
| | | | From: | | | | |
| 1.60 | 140 | R | <u>. </u> | | NA | NA | 07/24/200 |
| | | | To: | Dead End | | | |
| 0.50 | 400 | | From: | US 501 | | | 00/44/000 |
| 0.50 | 120 | К | To: | US 501 | NA 1 | NA | 08/14/200 |
| | | | From: | | | | |
| 0.40 | 40 | R | | 03 301 | NA | NA | 08/14/200 |
| | | | To: | US 501 | | | |
| | | | From: | Dead End | | | |
| 0.65 | 90 | R | т | 44.00 | NA 1 | NA | 1999 |
| | | | | | <u> </u> | | |
| 0.50 | 120 | R | From: | SR 360 | J NA | NA | 07/29/200 |
| 0.00 | 120 | •• | To | Dead End |] | 101 | 011201200 |
| | | | From: | Dead End | | | |
| 0.15 | 50 | R | | | NA | NA | 07/29/200 |
| | | | | | | | |
| 0.05 | 70 | | From: | Dead End | | NIA | 07/04/000 |
| 0.35 | 70 | К | To | 41-628 | NA 1 | NA | 07/24/200 |
| | | | From: | | | | |
| 0.80 | 70 | R | | Dead End | NA | NA | 1999 |
| | | | To: | 41-642 |] | | |
| | | | From: | 41-656 | | | |
| 0.99 | 30 | R | т | D 15 1 | NA 1 | NA | 08/06/200 |
| | | | | | <u> </u> | | |
| 0.32 | 150 | R | riom. | Dead End | J NA | NA | 08/12/200 |
| 0.02 | | | To: | 41-707 | | | |
| | | | From: | Dead End | | | |
| 0.20 | 20 | R | | | NA | NA | 07/29/200 |
| | | | | | | | |
| 0.25 | 20 | В | From: | 41-621 | <u> </u> | NIA | 07/22/200 |
| 0.33 | 30 | K | To: | Dead End |] | INA | 011221200 |
| | | | From: | | | | |
| 0.65 | 48 | R | | | NA | NA | 08/06/200 |
| | | | To: | Dead End | | | |
| | | | From: | US 501 | | | |
| 0.14 | 80 | R | To: | Dood End | NA 1 | NA | 1986 |
| | | | | | l İ | | |
| 0.65 | 70 | R | <u> </u> | 41-724 | J NA | NA | 07/31/200 |
| | | | To: | Dead End | INA | | 011311200 |
| | | | From: | Dead End | | | |
| 0.75 | 270 | R | | | NA | NA | 08/06/200 |
| | | | To: | US 360 | | | <u>-</u> |
| | | | 41, 650 | i | | | |
| 0.15 | 50 | R | From: | 41-653 | I NA | NA | 07/29/200 |
| | 0.54 0.48 1.60 0.50 0.40 0.65 0.35 0.80 0.99 0.32 0.20 0.35 0.65 0.14 0.65 | 0.54 20 0.48 40 1.60 140 0.50 120 0.40 40 0.65 90 0.50 120 0.15 50 0.35 70 0.80 70 0.99 30 0.32 150 0.20 20 0.35 30 0.65 48 0.14 80 0.65 70 | 0.54 20 R 0.48 40 R 1.60 140 R 0.50 120 R 0.65 90 R 0.50 120 R 0.50 120 R 0.50 70 R 0.35 70 R 0.99 30 R 0.99 30 R 0.32 150 R 0.32 150 R 0.35 30 R 0.35 30 R 0.35 30 R 0.35 30 R | | SR 96 SR 9 | Company Comp | SR 96 |

| Route | l enath | AADT | QΔ | 4Tire | Halifax Maintenance AreaTruckBus 2Avio 2 Avio 4 Trail 2 Trail | K QK _D | Dir AAWDT QW | Year |
|----------------|---------|------|------------|--------------|---|------------|--------------|------------|
| Halifax County | Longar | ראטו | Q . | 41110 | 2Axle 3+Axle 1Trail 2Trail | Factor Fac | ctor | i cai |
| | 0.40 | 240 | | From: | US 58 | N/A | NIA | 00/00/2000 |
| (881) | 0.10 | 210 | R | To: | 41-703 | NA 1 | NA | 08/06/2002 |
| | | | | From: | 41-756 | | | |
| 882 | 0.90 | 20 | R | | | NA | NA | 07/24/2002 |
| | | | | To: From: | Dead End | | | |
| 883) | 0.12 | 40 | R | FIOIII. | Dead End | J NA | NA | 08/21/2002 |
| (003) | | | | To: | 41-651 | 1 | | |
| \bigcirc | | | | From: | 41-1314 |] | - | |
| 884) | 0.11 | 270 | R | | | NA - | NA | 1993 |
| | 0.23 | 840 | R | From: | 41-1315 | NA NA | NA | 1993 |
| 884 | 0.23 | 040 | K | To: | 41.1200 | 1NA | NA . | 1993 |
| 884) | 0.17 | 2200 | R | From: | 41-1309 | NA | NA | 1993 |
| (004) | | | | To: | US 501; SR 129 | | | |
| | | | | From: | 41-744 |] | - | |
| 885 | 0.50 | 60 | R | To: | Dead End | NA 1 | NA | 08/14/2002 |
| | | | | From: | 41-762 | | | |
| 886 | 0.25 | 40 | R | <u> </u> | 41-702 | NA NA | NA | 08/14/2002 |
| | | | | To: | Dead End | | | |
| \bigcirc | | | _ | From: | SR 96 E; 41-896 | <u></u> | | 2011110000 |
| (887) | 0.30 | 40 | R | To: | SR 96 WEST | NA 1 | NA | 08/14/2002 |
| | | | | From: | 41-642 | | | |
| 888 | 1.40 | 140 | R | <u> </u> | | NA | NA | 07/24/2002 |
| | | | | To: | Dead End | | | |
| | 0.80 | 50 | R | From: | 41-602 | NA | NA | 08/13/2002 |
| 889 | 0.00 | 30 | K | To: | Dead End | 1 | NA . | 00/13/2002 |
| | | | | From: | Dead End | | | |
| (890) | 1.25 | 50 | R | | | NA | NA | 08/13/2002 |
| | | | | To: From: | 41-601 | | | |
| 801) | 0.20 | 570 | R | FIOIII. | SR 360 | NA NA | NA | 07/29/2002 |
| (891) | 0.20 | | | To | 41-1501 | 1 | | 017207200 |
| (891) | 0.25 | 220 | R | From: | 11 1001 | NA | NA | 07/29/2002 |
| | | | | To: | Dead End | | | |
| | 0.65 | 20 | _ | From: | Dead End |) NA | NIA | 07/20/2003 |
| 892 | 0.65 | 30 | R | To: | 41-626 | NA 1 | NA | 07/29/2002 |
| | | | | From: | 41-613 | | | |
| 893 | 0.60 | 80 | R | | | NA | NA | 1999 |
| | | | | To: | Dead End | | | |
| (804) | 0.40 | 50 | R | From: | 41-744 | NA | NA | 08/14/2002 |
| 894) | J. TU | | • • • | To: | Dead End |] | | 30.11.2002 |
| | | | | From: | Dead End | | | |
| 895) | 0.93 | 140 | R | T | 110.601 | NA T | NA | 08/14/2002 |
| | | | | To: From: | US 501 | 1 | | |
| 896) | 0.40 | 10 | R | | SR 96 W; 41-887 | J NA | NA | 08/14/2002 |
| | | | | To: | SR 96 EAST | <u></u> | | |

| | | | | Halifax Maintenance Area | | | |
|--------|--|---|--|--|---------------------|---|---------------|
| Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | - QC K QK Factor | Dir AAWDT QV Factor | V Year |
| | | | From: | Dead End | | | |
| 0.35 | 90 | R | | | NA | NA | 08/06/2002 |
| | | | To: | 41-658 | | | |
| 0.05 | 70 | | From: | 41-676 | NIA | NIA | 07/00/000 |
| 0.35 | 70 | ĸ | To: | Dead End | INA | NA | 07/29/200 |
| | | | From: | | | | |
| 1.10 | 60 | R | - | | NA | NA | 10/06/200 |
| | | | To: | Dead End | | | |
| 0.00 | | | From: | SR 360 | | | 07/00/000 |
| 0.80 | 40 | К | To: | Dead End | NA I | NA | 07/29/200 |
| | | | From: | | | | |
| 0.70 | 40 | R | <u> </u> | Dead Life | NA | NA | 07/24/200 |
| | | | To: | 41-739 | | | |
| | | | From: | Dead End | | | |
| 0.70 | 490 | R | To | CD 260 41 652 | NA I | NA | 07/29/2002 |
| | | | | | | | |
| 0.30 | 60 | R | F10111 | US 301 | l NA | NA | 08/14/2002 |
| | | | To | Dead End | | | 00/ 1 // 2001 |
| | | | From: | US 501 | | | |
| 1.15 | 30 | R | _ | | NA | NA | 07/24/2002 |
| | | | | | | | |
| 0.20 | 20 | ь | From: | 41-626 | NIA | NIA | 07/22/2004 |
| 0.30 | 30 | ĸ | To | Dead End | INA I | INA | 07/22/2002 |
| | | | From: | | | | |
| 0.20 | 90 | R | | | NA | NA | 1999 |
| | | | To: | Dead End | | | |
| | | | From: | Dead End | | | |
| 0.30 | 5 | R | To: | 41.606 | NA I | NA | 08/12/2002 |
| | | | | | | | |
| 1.42 | 40 | R | <u> </u> | 41-700 | NA | NA | 08/12/2002 |
| | | | To: | Dead End | | | |
| | | | From: | Dead End | | | |
| 0.45 | 40 | R | т | | NA | NA | 07/31/2002 |
| | | | | | | | |
| 0.20 | 40 | R | FIOIII. | 41-711 | l NA | NA | 08/12/2002 |
| 0.20 | | • | To: | Dead End | | | 00/12/2001 |
| | | | From: | Dead End | | | |
| 0.60 | 40 | R | | | NA | NA | 07/24/2002 |
| | | | To: | 41-649 | | | |
| 0.50 | 40 | _ | From: | 41-606 | NIA. | NIA | 00/40/000 |
| 0.50 | 40 | K | To | Dead End | NA | NA | 08/19/2002 |
| | | | From: | | | | |
| 1.35 | 90 | R | | Doug Linu | NA | NA | 1999 |
| | | | To: | 41-613 | | | |
| | | | From: | 41-832 | | | |
| 0.77 | 40 | R | т | P 17 1 | NA | NA | 07/29/2002 |
| | | | To: From: | Dead End Pittsylvania County Line | | | |
| | | | riom: | Pittevivania County Line | | | |
| 0.48 | 50 | R | | 1 itisyivama County Eme | NA | NA | 07/31/2002 |
| | 0.35 0.35 1.10 0.80 0.70 0.70 0.30 1.15 0.30 0.20 0.30 1.42 0.45 0.20 0.60 0.50 | 0.35 90 0.35 70 1.10 60 0.80 40 0.70 490 0.30 60 1.15 30 0.30 30 0.20 90 0.30 5 1.42 40 0.45 40 0.20 40 0.50 40 1.35 90 | 0.35 90 R 0.35 70 R 1.10 60 R 0.80 40 R 0.70 490 R 0.30 60 R 1.15 30 R 0.30 30 R 0.20 90 R 1.42 40 R 0.45 40 R 0.45 40 R 0.20 40 R 0.20 40 R 1.35 90 R | 0.35 90 R To 1.10 60 R To From | Dead End Dead End | Dead End Dead End | Deal Field |

| | | | | | Halifax Maintenance Area | | | | |
|----------------|--------|------|----|--------------|--------------------------------|----------------|------------------|---------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | K QC Factor | QK Dir Factor | AAWDT (| QW Year |
| Halifax County | | | | From: | US 501 | 1 | | | |
| 917) | 0.23 | 150 | R | | | NA | | NA | 07/22/2002 |
| | | | | To: | SR 40 | | | | |
| | 0.75 | 320 | R | From: | Dead End |] NA | | NA | 07/29/2002 |
| 918 | 0.75 | 320 | ĸ | To: | 41-681 |] | | INA | 07/29/2002 |
| | | | | From: | ECL South Boston | | | | |
| 919 | 0.43 | 300 | R | | | NA | | NA | 08/06/2002 |
| | | | | To: | 41-879 | | | | |
| | 0.45 | 45 | R | From: | 41-744 | NA | | NA | 08/14/200 |
| 920 | 0.45 | 40 | K | To: | 41-744 |] | | INA | 00/14/200 |
| | | | | From: | 41-647 | | | | |
| 921) | 0.30 | 30 | R | | | NA | | NA | 07/24/2002 |
| | | | | To: | Dead End | | | | |
| \bigcirc | 0.44 | 440 | _ | From: | SR 360 | | | NIA | 07/00/000 |
| 922 | 0.11 | 140 | R | To: | 0.11 MN SR 360 | NA 1 | | NA | 07/29/2002 |
| | | | | From: | Dead End | 1 | | | |
| 923 | 0.75 | 7 | R | | Dodd Ella | NA | | NA | 08/12/2002 |
| | | | | To: | 41-693 | | | | |
| \bigcirc | | | | From: | 41-644 | | | | |
| 924 | 0.25 | 80 | R | To: | Dood End | NA 1 | | NA | 07/22/2002 |
| | | | | From: | Dead End | | | | |
| 925 | 0.23 | 70 | R | | US 501 | NA NA | | NA | 08/14/2002 |
| 923) | 0.20 | | | To: | Dead End |] | | | 00/11/200 |
| | | | | From: | SR 360 | | | | |
| 926 | 0.60 | 20 | R | | | NA | | NA | 07/29/2002 |
| | | | | To: | Dead End | | | | |
| | 0.80 | 50 | R | From: | SR 344 | J NA | | NA | 07/31/200 |
| 927 | 0.60 | 50 | K | To: | Dead End |] | | INA | 07/31/2002 |
| | | | | From: | Dead End | | | | |
| 928) | 0.40 | 50 | R | | | NA | | NA | 08/14/200 |
| | | | | To: | 41-658 | | | | |
| $\overline{}$ | | | | From: | Dead End | | | | |
| 929 | 0.25 | 110 | R | To: | US 58 | NA 1 | | NA | 08/06/2002 |
| | | | | From: | 41-654 WEST | 1 | | | |
| 930 | 0.41 | 30 | R | | 41-034 WES1 | NA | | NA | 08/19/2002 |
| 000 | | | | To: | 41-654 EAST | | | | |
| | | | | From: | US 58 | | | | |
| 931) | 0.51 | 1900 | R | _ | | NA | | NA | 08/14/2002 |
| | | | | To: From: | Dead End 41-939 | | | | |
| 931) | 0.12 | 960 | R | | | NA | | NA | 08/14/2002 |
| | | | | To: | Dead End | | | | |
| \bigcirc | | | _ | From: | Dead End |] | | | |
| 932 | 0.55 | 50 | R | To: | 41-626 | NA 1 | | NA | 07/22/2002 |
| | | | | From: | | l I | | | |
| 933 | 1.10 | 60 | R | | 41-606 | NA | | NA | 08/13/2002 |
| | | | | To: | 41-604 | <u></u> | | | |
| | | | | From: | 41-832 | | | | |
| 934) | 0.17 | 30 | R | _ | | NA | | NA | 07/29/2002 |
| | | | | To: | 41-832 | | | | |

| | | | | | Halifax Maintenance Area TruckBus 20 ylo 2+Aylo 1Troil 2Troil | K | Dir | |
|----------------|--------|------|----|------------|--|----------|-------------|-------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | - QC K C | QK Dir AAWD | T QW Year |
| Halifax County | | | | From: | Dead End | | | |
| 935) | 0.30 | 50 | R | | | NA | NA | 08/06/2002 |
| | | | | To: | 41-716 | <u> </u> | | |
| 026 | 0.71 | 50 | R | From: | Dead End | NA NA | NA | 07/24/2002 |
| 936) | 0.7 1 | | | To: | 41-673 |] | 107 | 0112-412002 |
| | | | | From: | Dead End | | | |
| 937 | 0.44 | 60 | R | | | NA | NA | 07/29/2002 |
| | | | | To: | 41-626 | <u> </u> | | |
| 938 | 0.13 | 70 | R | | 41-654 | I NA | NA | 08/19/2002 |
| 000 | | | | To: | Dead End | | | |
| \sim | | | | From: | 41-931 | | | |
| 939 | 0.93 | 3000 | R | To: | US 58 | NA I | NA | 08/14/2002 |
| | | | | From: | Dead End | | | |
| 940 | 0.25 | 50 | R | | Dead End | I NA | NA | 08/19/2002 |
| | | | | To: | 41-654 | | | |
| | | | | From: | Dead End | | | |
| 941) | 0.35 | 70 | R | To | 41-808 | NA I | NA | 07/22/2002 |
| | | | | From: | Dead End | | | |
| 942) | 0.64 | 80 | R | <u> </u> | Dead Lind | NA | NA | 08/06/2002 |
| | | | | To: | 41-716 | | | |
| \bigcirc | | | _ | From: | Pittsylvania County Line | | | 00/00/000 |
| 943 | 0.08 | 40 | R | To | Dead End | NA I | NA | 08/06/2002 |
| | | | | From: | Cul-de-Sac | | | |
| 944) | 0.25 | 70 | R | | ou. do bue | NA | NA | 1999 |
| | | | | To: | 41-716 | | | |
| \bigcirc | 0.22 | 45 | | From: | 41-659 | NIA | NIA | 07/24/2003 |
| 945) | 0.32 | 45 | R | To: | 41-659 | NA I | NA | 07/31/2002 |
| | | | | From: | 41-611 SOUTH | | | |
| 948) | 0.29 | 60 | R | | | NA | NA | 07/24/2002 |
| | | | | To: | 41-611 NORTH | | | |
| | 0.20 | 60 | R | From: | Dead End | NA NA | NA | 08/14/2002 |
| 949 | 0.20 | 60 | K | To: | 41-744 |] | NA | 06/14/2002 |
| | | | | From: | US 58 | | | |
| 950 | 0.25 | 50 | R | | | NA | NA | 08/06/2002 |
| | | | | To: | Dead End | | | |
| 953) | 0.50 | 20 | R | From: | 41-738 | l NA | NA | 08/14/2002 |
| 955 | 0.00 | | | To: | Dead End | | | |
| | | | | From: | Dead End/ | | | |
| 954) | 0.71 | NA | | т | 41,006,47(7))/ | NA | NA | |
| | | | | From: | 41-00647(B)/ | <u> </u> | | |
| 955) | 0.21 | 48 | R | | Dead End | I NA | NA | 08/06/2002 |
| | | | | To: | US 58 | | | |
| | | | | From: | Dead End | | | |
| 960 | 0.43 | 20 | R | To: | CD 244 | NA I | NA | 07/31/2002 |
| | | | | From: | SR 344 41-841 | <u> </u> | | |
| 965) | 0.41 | 50 | R | ~ _ | 41-041 | I NA | NA | 07/31/2002 |
| | | | | To: | Dead End | <u> </u> | | |

| | | | | | Ha | alifax Maintenan | ce Area | | | | | | | | |
|-----------------|--------|------|----|---------|--------|--------------------|----------|---------------|----|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tr 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Halifax County | | | | From: | | Dead End | | ī | | | | | | | |
| (980) | 0.04 | 690 | R | | | Dead Elid | | | | NA | | | NA | | 07/29/2002 |
| | | | | To | | 41-626; 41-93 | 7 | | | | | | | | |
| | | | _ | From: | | 41-706 | | | | | | | | | |
| 990 | 0.13 | 70 | R | To: | | Dead End | | | | NA | | | NA | | 08/12/2002 |
| Town of Clover | | | | | | Dead Elid | | ı | | | | | | | |
| Control Clover | | | | From: | | SR 92; 41-746 | 6 | | | | | | | | |
| (1001) | 0.08 | 160 | R | To: | | 41 1002 | | | | NA | | | NA | | 07/31/2002 |
| | | | | From: | | 41-1003 | | | | | | | | | |
| (1002) | 0.09 | 500 | G | 90% | 2% | 41-746 2% 5% | 1% | 0% | С | 0.093 | F | 0.588 | 500 | G | 2003 |
| | | | | To: | | SR 92 | | | | | | | | | |
| | | | | From: | | Dead End | | | | | | | | | |
| (1003) | 0.15 | 70 | R | | | | | | | NA | | | NA | | 1999 |
| | | | | From: | | 41-1001 | | | | | | | | | 1000 |
| (1003) | 0.10 | 60 | R | To: | | Dead End | | | | NA | | | NA | | 1999 |
| H-1:f C | | | | | | Dead Elid | | ı | | | | | | | |
| Halifax County | | | | From: | | Dead End | | | | | | | | | |
| (1004) | 0.30 | 20 | R | | | | | | | NA | | | NA | | 07/31/2002 |
| | | | | To: | | SCL Clover | | | | | | | | | |
| Town of Clover | | | | From: | | SCL Clover | | 1 | | | | | | | |
| (1004) | 0.11 | 80 | R | | | SCE CIOVEI | | | | NA | | | NA | | 1999 |
| | | | | To: | | SR 92; 41-710 | 5 | | | | | | | | |
| | | | | From: | | SCL Clover | | | | | | | | | |
| 1005 | 0.23 | 80 | R | To: | | 41 1002 | | 1 | | NA | | | NA | | 1999 |
| | | | | From: | | 41-1002 | | | | | | | | | |
| (1006) | 0.05 | 410 | R | r toin. | | Dead End | | | | NA | | | NA | | 1999 |
| (1000) | | | | To: | | 41-746 | | | | | | | | | |
| Halifax County | | | | | | | | | | | | | | | |
| | 0.51 | 280 | R | From: | | 41-783 | | | | NA | | | NA | | 1999 |
| (1030) | 0.51 | 200 | K | To: | | Cul-de-Sac | | | | INA | | | INA | | 1999 |
| | | | | From: | | 41-01036(B)/ | , | | | | | | | | |
| (1035) | 0.52 | NA | | | | | | | | NA | | | NA | | |
| | | | | To: | US-005 | 501(B)/OCCONEEC | CHEE TRA | IL | | | | | | | |
| \bigcirc | 0.44 | NIA | | From: | | Cul-de-Sac/ | | | | NIA | | | NIA | | |
| 1036 | 0.41 | NA | | To: | | Cul-de-Sac/ | | 1 | | NA | | | NA | | |
| | | | | From: | | Cul-de-Sac/ | | 1 | | | | | | | |
| (1040) | 0.31 | NA | | | | our de buo | | | | NA | | | NA | | |
| | | | | To- | | SR-00057(B) | / | | | | | | | | |
| Town of Halifax | | | | From: | | 41.1104 | | 1 | | | | | | | |
| (1101) | 0.08 | 120 | R | . rout. | | 41-1104 | | | | NA | | | NA | | 1999 |
| | | - | - | To: | | 41-1103 | | | | - | | | | | |
| (1101) | 0.15 | 250 | R | From: | | 71-1103 | | | | NA | | | NA | | 1999 |
| \bigcirc | | | | To: | | SR 360 | | | | | | | | | |
| \sim | | | | From: | | Dead End | | | | | | | | | |
| 1102 | 0.06 | 30 | R | | | | | | | NA | | | NA | | 1999 |
| | 2.25 | 450 | | From: | | 41-1104 | | | | | | | | | 1000 |
| (1102) | 0.08 | 170 | R | To: | | 41-1103 | | 1 | | NA | | | NA | | 1999 |
| | | | | | | 41-1103 | | | | | | | | | |

| | | | | | Halifax Maintenance Area | | | | |
|---------------------|--------|------|---|--------------|--------------------------------|----------|------------------|----------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | OC: | QK Dir Factor | AAWDT QW | Year |
| Town of Halifax | | | | From: | 41-1103 | | | | |
| (1102) | 0.23 | 410 | R | | | NA | | NA | 1999 |
| | | | | To: | SR 360 | | | | |
| | 0.06 | 40 | R | From: | Dead End |) NA | | NA | 1999 |
| (1103) | 0.06 | 40 | ĸ | _ | | INA 1 | | INA | 1999 |
| (100) | 0.10 | 140 | R | From: | 41-1101 | NA | | NA | 1999 |
| (1103) | 0.10 | 140 | • | To | 41 1102 | 1 | | 101 | 1000 |
| (1103) | 0.11 | 80 | R | From: | 41-1102 | NA | | NA | 1999 |
| | | | | To: | 41-1116 | | | | |
| | | | | From: | Dead End | | | | |
| (1104) | 0.10 | 40 | R | | | NA | | NA | 1999 |
| | | | | To: From: | 41-1117 | <u> </u> | | | |
| (1104) | 0.06 | 70 | R | | | NA - | | NA | 1999 |
| $\overline{}$ | 0.44 | | _ | From: | 41-1101 | | | NIA | 4000 |
| (1104) | 0.11 | 90 | R | To: | 41-1102 | NA 1 | | NA | 1999 |
| | | | | From: | SR 360 | | | | |
| (1105) | 0.10 | 750 | R | | BR300 | NA | | NA | 1999 |
| | | | | To | 41-1106 | | | | |
| 1105 | 0.11 | 440 | R | riom. | | NA | | NA | 1999 |
| | | | | To: From: | 41-1109 | 1 | | | |
| (1105) | 0.02 | 420 | R | rioin. | | NA | | NA | 1999 |
| | | | | From: | 41-1115 SOUTH | | | | |
| 1105 | 0.09 | 270 | R | | | NA | | NA | 1999 |
| | | | | From: | 41-1113 | | | | |
| (1105) | 0.02 | 20 | R | | | NA | | NA | 1999 |
| | | | | To: | Dead End; Gap Terminus | | | | |
| (400) | 0.08 | 310 | R | From: | 41-1105 | J NA | | NA | 08/19/2002 |
| (1106) | 0.00 | 0.0 | • | To: | US 501 | 1 | | 101 | 00/10/200/ |
| | | | | From: | Dead End | | | | |
| (1107) | 0.12 | 70 | R | | | NA | | NA | 1999 |
| | | | | From: | 41-1112 |] | | | |
| (1107) | 0.03 | 190 | R | | | NA | | NA | 1999 |
| | | | | To: | US 501 | | | | |
| | 0.18 | 230 | R | From: | Dead End | J NA | | NA | 1999 |
| 1108 | 0.16 | 230 | K | To: | US 501 |] | | INA | 1999 |
| | | | | From: | Dead End | | | | |
| (1109) | 0.06 | 50 | R | | 2000 | NA | | NA | 1999 |
| | | | | To: | 41-1105 |] | | | |
| \bigcirc | - 10 | | | From: | 41-1111 | <u></u> | | | 20/10/202 |
| 1110 | 0.16 | 700 | R | To | US 501 | NA 1 | | NA | 08/19/2002 |
| | | | | From: | US 501 | <u> </u> | | | |
| 1111 | 0.04 | 1200 | R | | 00 301 | NA NA | | NA | 08/19/2002 |
| | | - | | To: | 41-1110 | | | | |
| (1111) | 0.06 | 90 | R | From: | 11 1110 | NA | | NA | 1999 |
| $\bigcup_{i=1}^{n}$ | | | | To | Dead End | | | | |
| | | | | From: | NCL Halifax | | | | |
| (1112) | 0.22 | 90 | R | . — | | NA | | NA | 1999 |
| \sim | | | | To: | 41-1107 | | | | |

| | | | | | Halifax Maintenance Area | | | |
|-------------------|--------|------|----|--------------|----------------------------|----------|----------------|------------|
| Route | Length | AADT | QA | 4Tire | BusTruckTrail 2Trail | ()(' | QK Dir AAWDT (| QW Year |
| Town of Halifax | | | | | | | | |
| (1113) | 0.03 | 180 | R | From: | 41-1114 | l NA | NA | 1999 |
| | | | | To: | 41-1105 | | | |
| \bigcirc | 0.05 | 470 | _ | From: | 41-1113 | NIA | NA | 4000 |
| (1114) | 0.05 | 170 | R | | | NA I | NA | 1999 |
| (1114) | 0.08 | 49 | R | From: | 41-1115 | NA | NA | 1999 |
| | | | | To: | Cul-de-Sac | | | |
| \bigcirc | 0.54 | 00 | | From: | 41-1105 SOUTH | NIA | NA | 4000 |
| (1115) | 0.51 | 90 | R | To: | 41-1114 | NA I | NA | 1999 |
| | | | | From: | Dead End | | | |
| (1116) | 0.11 | 45 | R | | | NA | NA | 1999 |
| | | | | To: | 41-1103 | | | |
| (1117) | 0.06 | 30 | R | From: | Dead End | l NA | NA | 1999 |
| | | | | To: | 41-1104 | | | |
| $\overline{}$ | | | | From: | Dead End | | | |
| 1118 | 0.13 | 130 | R | To: | US 501 | NA I | NA | 1999 |
| | | | | From: | SR 360 | | | |
| (1119) | 0.73 | 270 | R | <u> </u> | 58.300 | NA | NA | 1999 |
| | | | | To: | Cul-de-Sac | | | |
| | 0.08 | 180 | R | From: | Dead End | NA NA | NA | 1999 |
| 1120 | 0.06 | 100 | K | To: | US 501 | INA | IVA | 1999 |
| Halifax County | | | | | | | | |
| | 0.19 | 70 | R | From: | 41-651 | NA | NA | 1999 |
| (1121) | 0.19 | 70 | K | To: | Dead End | NA | IVA | 1999 |
| Town of Halifax | | | | | | | | |
| | 0.05 | 830 | R | From: | US 501 | NA | NA | 1999 |
| (1122) | 0.03 | 030 | K | To: | Dead End | INA | IVA | 1999 |
| | | | | From: | 41-01124(B)/ | | | |
| 1123 | 0.03 | NA | | т | A PAPA CANALATA A CALATANA | NA | NA | |
| | | | | To: From: | APPROXIMATE LOCATION | | | |
| (1124) | 0.22 | NA | | | Dead End/ | NA NA | NA | |
| | | | | To: | Cul-de-Sac/ | | | |
| Halifax County | | | | From: | DedEd | _ | | |
| (1130) | 0.17 | 40 | R | | Dead End | NA NA | NA | 08/06/2002 |
| | | | | To: | 41-659 | | | |
| Town of Virgilina | | | | From: | 41 1205 | | | |
| (1201) | 0.10 | 100 | R | rioni. | 41-1205 | NA NA | NA | 1999 |
| (120) | | | | To: | 41-734 | | | |
| (1201) | 0.13 | 70 | R | From: | | NA | NA | 1999 |
| | | | | To: | Dead End | | | |
| | 0.10 | 60 | R | From: | 41-1205 | NA | NA | 1999 |
| (1202) | 0.10 | 00 | K | To: | 41.724 | I NA | IVA | 1999 |
| (1202) | 0.09 | 60 | R | From: | 41-734 | NA | NA | 1999 |
| | 2.44 | | - | To: | 41-1209 | | | |
| (1202) | 0.01 | 50 | R | From: | | NA | NA | 1999 |
| | | | | To: | 0.01 ME 41-1209 | | | |

| | | | | | | Maintenance Area | | | | | | | | |
|-------------------|-------------------|-----------|-----|--------------|-------|-----------------------|---|------|--------------|----|---------------|-------|----|-------------|
| Route | Length | AADT | QA | 4Tire | | Truckde 3+Axle 1Trail | | ()(: | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Town of Virgilina | | | | From: | 0.0 | 01 ME 41-1209 | 1 | | | | | | | |
| (1202) | 0.11 | 60 | R | | 0.0 | 71 IVIL 41-1209 | | | NA | | | NA | | 1999 |
| | | | | To: | | Dead End | | | | | | | | |
| \bigcirc | 0.07 | 20 | | From: | | 41-1207 | | | NIA | | | NIA | | 00/40/2002 |
| (1203) | 0.07 | 30 | R | _ | | | | | NA | | | NA | | 08/19/2002 |
| (1202) | 0.36 | 110 | R | From: | | 41-1205 | | | NA | | | NA | | 1999 |
| 1203 | 0.00 | | | To: | | 41-1208 | | | | | | | | 1000 |
| | | | | From: | | 41-1205 | | | | | | | | |
| 1204 | 0.09 | 30 | R | To: | | CD 40 | 1 | | NA | | | NA | | 08/19/2002 |
| | | | | From: | Month | SR 49 | | | | | | | | |
| (1205) | 0.16 | 70 | R | | North | Carolina State Line | | | NA | | | NA | | 08/19/2002 |
| (1200) | | | | To: | | SR 96 | | | | | | | | |
| 1205 | 0.28 | 50 | R | From: | | DICYO | | | NA | | | NA | | 08/19/2002 |
| | | | | To: | | 41-1201 | | | | | | | | |
| \bigcirc | 0.40 | 50 | | From: | | SR 49 | | | NIA | | | NIA | | 00/40/0000 |
| 1206 | 0.10 | 50 | R | To: | | 41-1203 | 1 | | NA | | | NA | | 08/19/2002 |
| | | | | From: | | SR 96 | 1 | | | | | | | |
| (1207) | 0.09 | 50 | R | | | | | | NA | | | NA | | 10/06/2003 |
| | | | | To: | | 41-1203 | | | | | | | | |
| \bigcirc | 0.10 | 40 | _ | From: | | 41-1203 | | | NIA | | | NΙΔ | | 1000 |
| 1208 | 0.10 | 40 | R | To: | | SR 49 | | | NA | | | NA | | 1999 |
| | | | | From: | | SR 49 | i | | | | | | | |
| (1209) | 0.09 | 60 | R | | | | | | NA | | | NA | | 1999 |
| | | | | From: | | 41-1203 | | | | | | | | |
| (1209) | 0.10 | 40 | R | | | | | | NA | | | NA | | 1999 |
| | | | | To: From: | | 41-1202 | | | | | | | | |
| (1210) | 0.09 | 60 | R | From: | | Dead End | | | NA | | | NA | | 10/06/2003 |
| 1210 | | | | To: | | SR 96 | | | | | | | | |
| Halifax County | | | | - 1 | | | | | | | | | | |
| (1000) | 0.20 | 60 | R | From: | | 41-734 | | | NA | | | NA | | 10/06/2003 |
| (1220) | 0.20 | 00 | - 1 | To: | | Dead End | | | 14/-1 | | | 14/-3 | | 10/00/2003 |
| | | | | From: | | 41-729 | | | | | | | | |
| (1301) | 0.12 | 380 | R | | | | | | NA | | | NA | | 1999 |
| <u> </u> | | | _ | From: | | 41-1302 | | | | | | | | |
| (1301) | 0.20 | 230 | R | To: | | 41-802 | | | NA | | | NA | | 1999 |
| | | | | From: | | 41-1301 | | | | | | | | |
| (1302) | 0.13 | 100 | R | <u> </u> | | 41-1301 | · | | NA | | | NA | | 1999 |
| | | | | To: | | 41-1303 | | | | | | | | |
| | 6 10 | 000 | - | From: | | 41-729 | | | N 1.4 | | | | | 4000 |
| 1303 | 0.12 | 220 | R | | | | | | NA | | | NA | | 1999 |
| | 0.14 | 100 | R | From: | | 41-1302 | | | NA | | | NA | | 1999 |
| 1303 | U. 1 4 | 100 | | To: | | Dead End | | | | | | 11/4 | | |
| | | | | From: | | 41-614 | | | | | | | _ | |
| (1304) | 0.09 | 150 | R | | | | | | NA | | | NA | | 08/21/2002 |
| | | | | To: | | 41-1305 | | | | | | | | |
| (1005) | 0.16 | 50 | R | From: | | Dead End | | | NA | | | NA | | 08/21/2002 |
| (1305) | 0.10 | 50 | 11 | To: | | 41-1312 | | | 1.4/~\ | | | INA | | JUIZ 11ZUUZ |
| | | | | | - | - | | | | | | | | |

| | | | | | Halliax Mairitellarice Area | | | | | | |
|----------------------------|--------|------|-----|--------------|-----------------------------|----------|---------------|-------------|---------------|---------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | <i>()()</i> | K Factor | Dir Factor | AAWDT Q | N Year |
| Halifax County | | | | From: | US 501 | i | | | | | |
| 1306 | 0.04 | 370 | R | | 03 301 | | | NA | | NA | 1999 |
| | | | | To: From: | 41-1307 SOUTH | - | | | | | |
| (1306) | 0.32 | 220 | R | From: | | | | NA | | NA | 1999 |
| | | | | To: | 41-1307 NORTH | | | | | | |
| \bigcirc | | | | From: | Dead End | | | | | | |
| (1307) | 0.10 | 60 | R | | | | | NA | | NA | 1999 |
| | | | | To: From: | 41-1306 SOUTH | | | | | | |
| 1307 | 0.08 | 190 | R | To: | 41 1206 NORTH | | | NA | | NA | 1999 |
| | | | | From: | 41-1306 NORTH | <u> </u> | | | | | |
| | 1.03 | 200 | R | FIOII. | 41-614 NORTH | | | NA | | NA | 1999 |
| 1308 | 1.03 | 200 | IX. | To: | 41-614 SOUTH | | | INA | | INA | 1999 |
| | | | | From: | 41-884 | | | | | | |
| (1309) | 0.08 | 46 | R | <u> </u> | 41-004 | | | NA | | NA | 1999 |
| (1505) | | | | To: | Dead End | | | | | | |
| | | | | From: | 41-1305 | | | | | | |
| 1312 | 0.06 | 40 | R | | | | | NA | | NA | 08/21/2002 |
| | | | | To: | Dead End | | | | | | |
| | | | | From: | Dead End | | | | | | |
| 1313 | 0.02 | 30 | R | | | | | NA | | NA | 1999 |
| | | | | To: From: | 41-847 | | | | | | |
| 1313 | 0.13 | 110 | R | | | | | NA | | NA | 1999 |
| | | | | To: | Dead End | | | | | | |
| \bigcirc | | | _ | From: | 41-1316 | | | | | | 4000 |
| 1314 | 0.11 | 90 | R | To: | 41 004 | | | NA | | NA | 1999 |
| | | | | | 41-884 | | | | | | |
| | 0.16 | 140 | R | F10111 | Dead End | | | NA | | NA | 1999 |
| 1315 | 0.10 | 140 | 1 | | | | | IVA | | IVA | 1000 |
| | 0.13 | 330 | R | From: | 41-1316 | | | NA | | NA | 1999 |
| (1315) | 0.13 | 330 | IX. | To: | 41-884 | | | INA | | INA | 1999 |
| | | | | From: | 41-1314 | 1 | | | | | |
| 1316 | 0.07 | 70 | R | <u> </u> | 11.101.1 | | | NA | | NA | 1999 |
| | | | | To: | 41-1315 | | | | | | |
| | | | | From: | 41-716 | | | | | | |
| 1320 | 0.08 | 300 | R | | | | | NA | | NA | 1999 |
| _ | | | | From: | 41-1321 | | | | | | |
| (1320) | 0.07 | 60 | R | | | | | NA | | NA | 1999 |
| | | | | To: | Cul-de-Sac | | | | | | |
| | | | | From: | 41-1320 | | | | | | |
| (1321) | 0.14 | 180 | R | | | | | NA | | NA | 1999 |
| $\overline{\bigcirc}$ | | | | From: | 41-1322 | | | | | | |
| (1321) | 0.03 | 250 | R | | | | | NA | | NA | 1999 |
| | | | | To: From: | 41-1324 | | | | | | |
| (1321) (1321) (1321) | 0.11 | 170 | R | _T | 4 | | | NA | | NA | 1999 |
| | | | | To: | 41-1323 | | | | | | |
| | 0.07 | 240 | _ | From: | 41-716 | | | NIA | | NIA | 4000 |
| (1322) | 0.07 | 340 | R | To: | 41-1321 | | | NA | | NA | 1999 |
| | | | | From: | | | | | | | |
| (1222) | 0.09 | 190 | R | | 41-716; 41-729 | | | NA | | NA | 1999 |
| 1323 | 0.09 | 130 | 11 | To: | 41-1321 | | | 11/7 | | 14/7 | 1000 |
| | | | | | | | | | | | |

| | | | | | Trainax Maintenarioe 7 trea | | | |
|----------------|--------|------|-----|--------------|--------------------------------|------------------------|---------|------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | K QK Di Factor Fact | | Year |
| Ialifax County | | | | From: | | | | |
| 1324) | 0.37 | 150 | R | riom. | 41-1321 | I NA | NA | 1999 |
| 1324) | 0.07 | | ••• | To | Cul-de-Sac |] | 101 | 1000 |
| | | | | From: | 41-659 | | | |
| 330) | 0.08 | 360 | R | | | NA | NA | 1999 |
| | | | | To- From: | 41-1331 SOUTH | | | |
| 1330 | 0.29 | 130 | R | | | NA | NA | 1999 |
| | | | | To: | 41-1331 NORTH | | | |
| $\overline{}$ | | | | From: | Cul-de-Sac | | | 4004 |
| 331) | 0.05 | 10 | R | | | NA | NA | 1999 |
| $\overline{}$ | 0.20 | | _ | From: | 41-1330 NORTH | NIA | NIA | 4000 |
| 331) | 0.30 | 60 | R | | | NA - | NA | 1999 |
| | 2.27 | 400 | | From: | 41-1332 | | | 4000 |
| 331) | 0.07 | 160 | R | | | NA • | NA | 1999 |
| $\overline{}$ | 0.10 | 400 | | From: | 41-1330 SOUTH | NA | NIA | 4000 |
| 331) | 0.19 | 100 | R | To: | 41-682 | NA 1 | NA | 1999 |
| | | | | From: | Cul-de-Sac | | | |
| 332 | 0.06 | 60 | R | <u> </u> | Cur-uc-Bac | NA | NA | 1999 |
| | | | | To: | 41-1331 | | | |
| | | | | From: | 41-1338 | | | |
| 336 | 0.13 | 220 | R | | | NA | NA | 1999 |
| | | | | To: | 41-1337 | | | |
| 336) | 0.21 | 500 | R | <u>-</u> | | NA | NA | 1999 |
| <u> </u> | | | | To- | 41-1339 | | | |
| 336 | 0.06 | 670 | R | | | NA | NA | 1999 |
| | | | | To- | 41-654 | | | |
| | 2.22 | | _ | From: | Dead End |] | | 400 |
| 337 | 0.06 | 50 | R | | | NA | NA | 1999 |
| | 0.05 | 47 | _ | From: | 41-1336 | NA. | NIA | 4000 |
| 1337) | 0.05 | 47 | R | To: | Dead End | NA 1 | NA | 1999 |
| | | | | From: | Cul-de-Sac | | | |
| 1338) | 0.33 | 260 | R | <u> </u> | Cul-uc-3ac | NA | NA | 1999 |
| | | | | To: | 41-1336 |] | | |
| _ | | | | From: | Cul-de-Sac | | | |
| 339) | 0.13 | 70 | R | | | NA | NA | 1999 |
| | | | | To: | 41-1336 | | | |
| \frown | 0.07 | 000 | _ | From: | US 501 |] | NIA | 4000 |
| 349 | 0.27 | 300 | R | To: | Cul-de-Sac | NA 1 | NA | 1999 |
| | | | | From: | Dead End | | | |
| (401) | 0.08 | 70 | R | <u> </u> | Dead End | I NA | NA | 1999 |
| | | | | To | 41-1404 | 1 | | |
| 1401) | 0.08 | 130 | R | From: | 11 1107 | I NA | NA | 1999 |
| | | | | To: | 41-1403 | 1 | | |
| 1401) | 0.08 | 300 | R | From: | | NA | NA | 1999 |
| | | | | To: | 41-1402 | 1 | | |
| 401) | 0.17 | 390 | R | From: | T1-1TV2 | NA | NA | 1999 |
| | | | | To | US 58 |] | | |
| | | | | From: | 41-1401 | | | |
| 1402) | 0.05 | 20 | R | | | NA | NA | 1999 |
| | | | | To: | Cul-de-Sac | | | |

| | | | | | Halifax Maintenance Area | | | |
|-------------------|--------|------|-----|--------------|--------------------------------|-------------------|-----------------------------|-----------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | K QC Factor QF | Dir K Factor AAWDT QW | V Year |
| Halifax County | | | | From: | Dead End | <u>i</u> | | |
| (1403) | 0.22 | 60 | R | <u> </u> | Dead Elid | NA | NA | 1999 |
| | | | | To: From: | 41-1406 |] | | |
| 1403 | 0.07 | 190 | R | | | NA | NA | 1999 |
| | | | | To: From: | 41-1401 | <u> </u> | | |
| (1403) | 0.04 | 50 | R | To: | Dead End | NA 1 | NA | 1999 |
| | | | | From: | 41-1401 | | | |
| 1404) | 0.05 | 40 | R | | | NA | NA | 1999 |
| | | | | To: | Dead End | | | |
| 1405) | 0.34 | 110 | R | From: | Dead End | J NA | NA | 1999 |
| 1405 | | | | To: | 41-744 | | | |
| $\widehat{}$ | | | | From: | Dead End | | | |
| 1406 | 0.08 | 70 | R | To: | 41-1403 | NA 1 | NA | 1999 |
| | | | | From: | Dead End | | | |
| 1407) | 0.20 | 90 | R | <u> </u> | DCau Enu | NA | NA | 08/21/200 |
| | | | | To: | 41-1406 | | | |
| \bigcirc | | | _ | From: | 41-854 | j | | |
| 1410 | 0.27 | 280 | R | To: | US 360 | NA 1 | NA | 1999 |
| | | | | From: | 41-1502 | | | |
| 1501) | 0.14 | 130 | R | <u> </u> | 1002 | NA | NA | 1999 |
| | | | | To: | 41-891 | | | |
| \bigcirc | 0.00 | 40 | _ | From: | Cul-de-Sac | | NIA | 4000 |
| (1502) | 0.06 | 40 | R | _ | | NA • | NA | 1999 |
| (1502) | 0.08 | 50 | R | From: | 41-1501 | NA | NA | 1999 |
| 1502 | 0.00 | | | To: | Dead End |] | 14/1 | 1000 |
| _ | | | | From: | Halifax High School | | | |
| 9180 | 0.88 | 1800 | R | - | | NA | NA | 1999 |
| | | | | To: From: | SR 129 | | | |
| (9181) | 0.12 | 260 | R | riom. | 41-9182 | J NA | NA | 1999 |
| | | | | To: | 41-612 |] | | |
| Town of Virgilina | | | | | | | | |
| 0400 | 0.09 | 150 | R | From: | 41-1220 | J NA | NA | 1999 |
| 9182 | 0.00 | 100 | | To: | 41-9181 |] | 14/1 | 1000 |
| Halifax County | | | | | | | | |
| | 0.10 | 250 | R | From: | 41-832 | NA | NA | 1999 |
| 9183 | 0.10 | 250 | IX. | To: | 41-832 |] | IVA | 1999 |
| | | | | From: | 41-658 | | | |
| 9184 | 0.08 | 130 | R | _ | | NA | NA | 1999 |
| | | | | To: | 41-658 | | | |
| 0405 | 0.16 | 130 | R | From: | Dead End | NA | NA | 1999 |
| 9185 | 0.10 | 100 | | To: | 41-658 | 19/3 | 11/7 | 1000 |
| | | | | From: | US 501 | | | |
| 9187) | 0.06 | 160 | R | _ | | NA | NA | 1999 |
| | | | | To- | US 501 | <u> </u> | | |
| Town of Halifax | | | | From: | Dead End | | | |
| 9188) | 0.05 | 320 | R | | | NA | NA | 08/27/200 |
| | | | | To: | SR 360 | | | |
| | | | | | | | | |

| | | | | | 1 10 | alliax ivialitieriario | e Alea | | | | | | | | |
|--------------------------------------|--------|------|----|--------------|-------|------------------------|--------|-------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Ialifax County | | | | From: | | Dead End | | - 1 | | | | | | | |
| 9189 | 0.11 | 210 | R | <u></u> | | Dead End | | | | NA | | | NA | | 1999 |
| | | | | To | | SR 344 | | | | | | | | | |
| | | | | From: | | Dead End | | | | | | | | | |
| 9509 | 0.43 | 1000 | R | | | | | | | NA | | | NA | | 1999 |
| | | | | To: From: | | 0.43 ME Dead E | nd | | | | | | | | |
| 9509 | 0.16 | 1300 | R | _ | | | | | | NA | | | NA | | 1999 |
| | | | | To: | | US 501 | | | | | | | | | |
| | 0.00 | 450 | _ | From: | | US 501 | | | | NIA | | | NIA | | 4000 |
| 9822 | 0.06 | 150 | R | To: | | US 501 | | | | NA | | | NA | | 1999 |
| | | | | From: | | US 501 | | 1 | | | | | | | |
| 9823 | 0.09 | 770 | R | <u> </u> | | 05 301 | | | | NA | | | NA | | 1999 |
| | | | | To | | 0.09 MN US 50 | 1 | | | | | | | | |
| 9823 | 0.17 | 620 | R | From: | | 0.07 1111 0.5 50 | | | | NA | | | NA | | 1999 |
| | | | | To: | | 41-9184 | | | | | | | | | |
| | | | | From: | | 41-678 | | | | | | | | | |
| 9848) | 0.08 | 460 | R | | | | | | | NA | | | NA | | 1999 |
| | | | | To: | | 41-678 | | | | | | | | | |
| $\overline{}$ | 0.00 | 222 | | From: | | 41-677 | | | | N1.0 | | | NIA | | 4000 |
| 9949 | 0.06 | 200 | R | To: | | 41-677 | | | | NA | | | NA | | 1999 |
| CC 41 D 4 | | | | l. | | 41-077 | | | | | | | | | |
| Cown of South Boston | | | | From: | | Edmunds St | | Ī | | | | | | | |
| Railroad Ave | 0.36 | 760 | G | 96% | 1% | 1% 1% | 0% | 0% | С | 0.090 | F | 0.526 | 820 | G | 2003 |
| (130) | | | | To: From: | | Summit Dr | | | | | | | | | |
| 1 Railroad Avenue | 0.18 | 840 | G | 96% | 1% | 1% 1% | 0% | 0% | F | 0.104 | F | 0.529 | 910 | G | 2003 |
| (30) | | | | To: | | Seymour Dr | | | | | | | | | |
| O = | | | _ | From: | | Seymour Dr | | | | | | | | _ | |
| 2 Riley Ave | 0.16 | 1100 | G | 99% To: | 0% | 1% 0% | 0% | 0% | С | 0.098 | F | 0.504 | 1200 | G | 2003 |
| | | | | From: | | Vaughan St | | | | | | | | | |
| 3 Seymour Dr | 0.11 | 1700 | G | 95% | 0% | Railroad Ave 2% 1% | 2% | 0% | С | 0.109 | F | 0.567 | 1900 | G | 2003 |
| (3) Seymour Dr | 0.11 | 1700 | Ü | To: | 070 | Thomas St | 270 | 070 | O | 0.103 | • | 0.507 | 1500 | J | 2000 |
| | | | | From: | | Riley Ave | | 1 | | | | | | | |
| 4 Vaughan St | 0.35 | 850 | G | 97% | 1% | 2% 1% | 0% | 0% | С | 0.104 | F | 0.5 | 920 | G | 2003 |
| 130/ | | | | To: | | Pine Ave | | | | | | | | | |
| | | | | From: | | Wilborn Ave | | | | | | | | | |
| 5 Webster St | 0.61 | 960 | G | 98% | 0% | 1% 0% | 0% | 0% | С | 0.092 | F | 0.606 | 1000 | G | 2003 |
| | | | | To: | | North Main St | | | | | | | | | |
| | 0.14 | 580 | G | From: | | US 501; 3rd St | | | | 0.123 | F | | 630 | G | 2003 |
| (6 ₁ 3 ₀) | 0.14 | 300 | G | To: | | 1US 501-P | | | | 0.123 | | | 030 | G | 2003 |
| | | | | From: | | WCL South Bost | on | , | | | | | | | |
| 4700) Berry Hill Rd | 1.13 | 2300 | G | 98% | 0% | 1% 0% | 0% | 0% | С | 0.095 | F | 0.517 | 2500 | G | 2003 |
| Berry Hill Rd | | | | To: | | Wilmoth Ave | | | | | | | | | |
| Berry Hill Rd | 0.20 | 3400 | G | From: 98% | 0% | 1% 0% | 0% | 0% | F | 0.101 | F | 0.530 | 3700 | G | 2003 |
| Berry Hill Rd | | | | To: | - | Summit Dr | - | | | | | | | | |
| 4700) Edmunds St | 0.06 | 3500 | G | 97% | 0% | 2% 0% | 0% | 0% | С | 0.088 | F | 0.524 | 3800 | G | 2003 |
| Edmunds St | | | | To: | | Railroad Ave | • | | | | | | | | |
| | | 1900 | G | 97% | 0% | 2% 1% | 0% | 0% | С | 0.102 | F | 0.589 | 2100 | G | 2003 |
| (700) Edmunds St | 0 45 | | | · / / / | - / 0 | | - / 0 | - / 0 | _ | J U_ | • | 3.300 | | _ | _000 |
| Edmunds St | 0.45 | 1300 | | To: | | | | | | | | | | | |
| 4700) Edmunds St 4700) Edmunds St | 0.45 | 970 | G | From: 99% | 0% | Wilborn Ave | 0% | 0% | | 0.110 | F | 0.568 | 1000 | G | 2003 |

| | | | | | | idiliax Mairiteriarioe 7 irea | | | | | | | | | | |
|-----------------------|--------|------------------|----|--------------|---------------|-------------------------------|--------------------------|------|----------|----|-------------|----|---------------|--------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| own of South Boston | | | | | | | | | | | | | | | | |
| Marshall Ave | 0.15 | 1000 | G | 97% | 1% | Se ² | ymour Dr 0% | 0% | 0% | F | 0.132 | F | 0.546 | 1100 | G | 2003 |
| | | | | | | | | | | | | | | | | |
| <u> </u> | | | | From: | 10/ | | enton St | 201 | | | | | | 4.400 | _ | |
| Marshall Ave | 0.41 | 1300 | G | 97% | 1% | 2% | 0% | 0% | 0% | С | 0.133 | F | 0.582 | 1400 | G | 2003 |
| | | | | To- | | Н | odges St | | | | | | | | | |
| | | | | From: | | SCL S | South Bosto | n | | | | | | | | |
| Hamilton Blvd | 0.37 | 3000 | G | 97% | 0% | 1% | 0% | 0% | 0% | С | 0.102 | F | 0.653 | 3300 | G | 2003 |
| | | | | To: | | W: | 11 A | | | | | | | | | |
| Liamilton Divid | 0.70 | 6100 | G | 91% | 1% | 2% | lborn Ave 0% | 5% | 0% | С | 0.097 | F | 0.565 | 6600 | G | 2001 |
| Hamilton Blvd | 0.70 | 6100 | G | 91% | 170 | 270 | 0% | 5% | 0% | C | 0.097 | Г | 0.565 | 0000 | G | 2003 |
| | | | | From: | | Nor | th Main St | | | | | | | | | |
| 702 Hamilton Blvd | 1.26 | 6100 | G | 94% | 0% | 2% | 1% | 3% | 0% | С | 0.094 | F | 0.538 | 6600 | G | 2003 |
| 130 | | | | To: | | 1 | US 360 | | | | | | | | | |
| | | | | From: | | | th Main St | | | | | | | | | |
| Collogo St | 0.80 | 1300 | G | 97% | 0% | 2% | 0% | 0% | 0% | С | 0.095 | F | 0.504 | 1400 | G | 200 |
| College St | 0.80 | 1300 | G | 91 /0 To: | 0 76 | | | 0 70 | 0 /0 | C | 0.095 | | 0.304 | 1400 | G | 200 |
| | | | | | | Cav | alier Blvd | | | | | | | | | |
| <u> </u> | | | | From: | | | th Main St | | | | | | | | | |
| Jeffress St | 0.20 | 1000 | G | 96% | 2% | 1% | 0% | 0% | 0% | С | 0.112 | F | 0.55 | 1100 | G | 200 |
| | | | | To: | | | enton St | | | | | | | | | |
| | | | | From: | | | effress St | | | | | | | | | |
| Fenton St | 0.19 | 710 | G | 95 <u>%</u> | 4% | 1% | 0% | 0% | 0% | С | 0.136 | F | 0.553 | 770 | G | 200 |
| 100 | | | | To: | | Ma | rshall Ave | | | | | | | | | |
| | | | | From: | | Ed | munds St | | | | | | | | | |
| Watkins Ave | 0.61 | 2800 | G | 97% | 0% | 2% | 1% | 1% | 0% | С | 0.102 | F | 0.542 | 3100 | G | 200 |
| | | | | To: | | | ymour Dr | | | | | | | | | |
| | | | | From: | | | | | <u>-</u> | | | | | | | |
| O - min at an Otro at | | | | r rom. | | Lang | glewylde Di | | | | NIA | | | NI A | | |
| Carrington Street | | NA | | To: | | | 11: 1 | | | | NA | | | NA | | |
| | | | | From: | | | oblin Ave glewylde Di | _ | | | | | | | | |
| Carrington Street | | NIA | | <u> </u> | | 1 11115 | gewyide Di | | | | NIA | | | NΙΛ | | |
| | | NA | | To: | | Moblin A | | | | NA | | | NA | | | |
| | | | | 16 | | No | oblin Ave | | | | | | | | | |
| College Street | | | | From: | | Llewe | ellyn Avenu | ie | | | | F | 0.557 | 670 | G | 2003 |
| | | 670 | G | | | | | | | | 0.116 | | | | | |
| | | | | To: | | Washii | ngton Aven | ue | | | | | | | | |
| | | | | From: | | Wi | lborn Ave | | 1 | | | | | | | |
| Greenway Dr | | NA | | <u> </u> | | **1 | 1001117170 | | | | NA | | | NA | | |
| | | INA | | To: | Norwood Ave | | | | | | INA | | | INA | | |
| | | | | | | | | | | | | | | | | |
| Ridge Street | | 440 | | From: | Spring Avenue | | | | | | 0.117 | F | 0.577 | 440 | G | 2003 |
| | | | | _ | | | | | | | | | | | | |
| | | | | To: | | Alder | rson Avenu | e | | | | | | | | |
| | | From: Halifax Rd | | | | | <u> </u> | | | | <u> </u> | | | | | |
| Robin Hood Rd | | NA | | | | 11 | un Itu | | | | NA | | | NA | | |
| | | . 4/7 | | To: | | Note | tingham Dr | | 1 | | 14/7 | | | 1 1/-1 | | |
| | | | | | | non | индиат Dr | | | | | | | | | |